Avis Budget Group - Climate Change 2022

C0. Introduction

C0.1

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

Avis Budget Group, Inc. (“ABG”) is a leading global provider of mobility solutions through our three most recognized brands, Avis, Budget, and Zipcar, together with several other brands, well recognized in their respective markets. Our brands offer a range of options, from car and truck rental to car sharing. We and our licensees operate our brands in approximately 180 countries throughout the world. We generally maintain a leading share of airport car rental revenues in North America, Europe and Australasia, and we operate a leading car sharing network, as well as one of the leading commercial truck rental businesses in the United States.

On average, our global rental fleet totalled over 590,000 vehicles in fourth quarter 2021. We completed more than 28 million vehicle rental transactions worldwide and generated total revenues of $9.3 billion during 2021. Our brands and mobility solutions have an extended global reach with nearly 10,400 rental locations throughout the world, including approximately 4,000 locations operated by our licensees. Of our approximately 21,000 employees, approximately 7,400 were employed in our international segment.

In 2021, we generated approximately 66% of our revenues from on-airport locations. We license the use of the Avis, Budget, Zipcar and other brands’ trademarks to licensees in areas in which we do not operate directly. Our brands and mobility solutions have an extended global reach with more than 10,600 rental locations throughout the world, including approximately 4,000 locations operated by our licensees. We believe the range of options from our diversified brands enjoy complementary demand patterns with mid-week commercial demand balanced by weekend leisure demand.

During 2021, the impact to our business from the COVID-19 pandemic subsided, as global travel demand improved.

FORWARD LOOKING STATEMENTS: Certain statements contained in this CDP 2022 Climate Change disclosure may be considered “forward-looking statements” as that term is defined in the Private Securities Litigation Reform Act of 1995. The forward-looking statements contained herein are subject to known and unknown risks, uncertainties, assumptions and other factors that may cause our actual results, performance or achievements to be materially different from those expressed or implied by any such forward-looking statements. Forward-looking statements include information concerning our future financial performance, business strategy, projected plans and objectives. These statements may be identified by the fact that they do not relate to historical or current facts and may use words such as “believes,” “expects,” “anticipates,” “will,” “should,” “could,” “may,” “would,” “intends,” “projects,” “estimates,” “plans,” and similar words, expressions or phrases. The following important factors and assumptions could affect our future results and could cause actual results to differ materially from those expressed in such forward-looking statements. Additionally, many of these risks and uncertainties are currently amplified by and will continue to be amplified by, or in the future may be amplified by, the coronavirus (“COVID-19”) pandemic, and the continued restrictions that have been placed on travel in many countries and the resulting adverse impact on the global economy.

C0.2

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

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

C0.3

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

Argentina
Australia
Austria
Belgium
Canada
Denmark
France
Germany
Italy
Luxembourg
Netherlands
New Zealand
Norway
Poland
Portugal
Puerto Rico
Singapore
Spain
Sweden
Switzerland
United Kingdom of Great Britain and Northern Ireland
United States of America

C0.4

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

USD

C0.5

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

Operational control

C0.8

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

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

C1. Governance

C1.1

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

Yes

C1.1a

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

Position of individual(s)	Please explain
Board-level committee	The highest level of responsibility within Avis Budget Group Corporation for the management of climate-related issues is held by the Corporate Governance Committee of our Board of Directors. The Corporate Governance Committee's responsibilities include (1) reviewing and discussing emerging best practices, trends and key issues related to ESG matters and (2) overseeing the Company's strategy and governance of ESG matters and to advise the Board on such matters. The Corporate Governance Committee also oversees the Company's risks and disclosure related to ESG and annual ESG reporting, which includes climate-related risks. In addition, the Corporate Governance Committee conducts periodic reviews of the Company's programs, policies and procedures in the area of ESG. This includes, among other things, directing senior management to report to the Corporate Governance Committee, on a periodic basis, assessments and progress against both longer- and shorter-term key objectives, metrics and program enhancements set by senior management and reviewed by the Committee. A climate-related decision made by the Corporate Governance Committee, includes their support of the company to set a GHG emissions reduction target, to reduce GHG emissions by 30% by 2030. Further oversight on climate-related issues is provided by our Audit Committee, which is tasked with oversight for (1) our major financial risk exposures (including energy costs and business trends associated with the transition to a low-carbon economy) and (2) the steps management has undertaken to control these risks.

C1.1b

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

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Scheduled – all meetings	Reviewing and guiding strategy Reviewing and guiding major plans of action Reviewing and guiding risk management policies Monitoring implementation and performance of objectives	<Not Applicable>	The Corporate Governance Committee of our Board of Directors is tasked with oversight of specific risks including climate change and material ESG issues. Our Corporate Social Responsibility team provides updates to our entire Board on our progress against annual milestones and key objectives. The Corporate Governance Committee conducts periodic reviews of the Company's programs, policies and procedures in the area of ESG. This includes, among other things, directing senior management to report to the Corporate Governance Committee, on a periodic basis, assessments and progress against both longer- and shorter-term key objectives, metrics and program enhancements set by senior management and reviewed by the Committee. Additionally, the Audit Committee oversees risks related to energy costs and business trends associated with the transition to a low-carbon economy. Our full Board of Directors receives reports from our Committees (including our Audit and Corporate Governance Committees) at every regular Board meeting, and receives regular reports from members of senior management that include discussion of the risks and exposures involved in their respective areas of responsibility. Such reports are provided in connection with and discussed at Board meetings. For example, topics covered in these reports may include energy costs, business continuity and strategic initiatives (including sustainable mobility) to support with the transition to a low-carbon economy.

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	No, but we plan to address this within the next two years	<Not Applicable>	Important but not an immediate priority	Competence on climate-related issues is important, but not an immediate priority. Avis Budget Group will continue to evaluate Board qualifications, attributes, skills and experience.

C1.2

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

Name of the position(s) and/or committee(s)	Reporting line	Responsibility	Coverage of responsibility	Frequency of reporting to the board on climate-related issues
Other C-Suite Officer, please specify (Chief Human Resources Officer)	<Not Applicable>	Both assessing and managing climate-related risks and opportunities	<Not Applicable>	Quarterly
Other, please specify (Senior Vice President, General Counsel and Corporate Secretary)	<Not Applicable>	Both assessing and managing climate-related risks and opportunities	<Not Applicable>	Quarterly

C1.2a

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

ORGANIZATIONAL STRUCTURE: Climate-related issues are monitored by Avis Budget Group's Environmental, Social and Governance (ESG) Team, which is led by our Vice President of Global Organizational Development and is supported by our Sustainability Manager. The Vice President of Global Organizational Development reports to our Chief Human Resources Officer, who reports to our Chief Executive Officer. Additionally, our Corporate Social Responsibility Team works closely with Senior Vice President, General Counsel, Chief Compliance Officer & Corporate Secretary. She also reports to our Chief Executive Officer. In 2022, Avis Budget Group also introduced an ESG Steering Committee to support our ESG strategy.

Additionally, numerous departments also actively monitor specific climate-related risks and opportunities. For example, our Procurement and Treasury departments are tasked with hedging our exposure to risks associated with increases in the price of fuel. We also have a dedicated Chief Innovation Officer who oversees partnerships and opportunities for advance our sustainable mobility projects.

ASSOCIATED RESPONSIBILITIES: Avis Budget Group's ESG Team is responsible for (1) engaging our Board of Directors, leadership team and relevant departments within our Company to advance our environmental initiatives and the management of substantive climate-related risks and opportunities; (2) executing on our global, company-wide Environmental Policy and (3) assessing the sustainability-related needs and expectations of our investors, corporate customers, retail customers, employees, and communities. The ESG Steering Committee consists of a GHG Emissions sub-committee which helps to guide our climate strategy and reviews climate-related metrics and performance.

MONITORING OF CLIMATE-RELATED ISSUES: Examples of current processes whereby our ESG Team monitors climate-related issues include the following: (1) reviewing emerging topics of greatest interest to our stakeholders (as evidenced by investor ratings and corporate customer requests for information), (2) measuring and tracking our global operational environmental footprint; and (3) continuing to enhance the efficacy of our business continuity processes.

MANAGEMENT'S ROLE: The monitoring of climate-related issues is supported by oversight from our entire executive leadership team, which receives strategic updates from our Team. Our Chief Human Resources Officer also serves as the executive sponsor of Avis Budget Group's overarching corporate social responsibility platform. Additionally, our General Counsel is responsible for guiding our Company's ESG strategy, including progress against our goals and targets.

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	Progress toward Avis Budget Group's climate and broader corporate ESG strategy is directly linked to compensation for our Chief Human Resources Officer, Senior Vice President, General Counsel, Chief Compliance Officer & Corporate Secretary, Vice President of Global Organizational Development and Sustainability Manager. Progress toward Avis Budget Group's climate strategy – notably our focus on advancing the future of sustainable mobility solutions – is indirectly linked and highly correlated to compensation for our company's named executive officers, including our Chief Executive Officer. Variable compensation is based on key financial metrics, including EBITDA and free cash flow and individual performance goals.

C1.3a

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

Entitled to incentive	Type of incentive	Activity incentivized	Comment
Chief Executive Officer (CEO)	Monetary reward	Other (please specify) (Strategy, execution and communication of environmental and overarching corporate social responsibility initiatives)	Progress toward Avis Budget Group's climate strategy – notably our focus on advancing the future of sustainable mobility solutions – is indirectly linked and highly correlated to compensation for our company's named executive officers, including our Chief Executive Officer. A redesigned annual incentive program containing a more heavily weighted individual performance component, to be based on key metrics and measurable targets utilizing a "scorecard" approach, subject to the Company's attainment of financial performance goals.
Other C-Suite Officer	Monetary reward	Company performance against a climate-related sustainability index Other (please specify) (Strategy, execution and communication of environmental and overarching corporate social responsibility initiatives)	Part of the annual objectives for our Chief Human Resources Officer is to oversee and advance our strategy and communication of ABG's environmental initiatives and overarching corporate ESG platform. Since 2021, a re-designed incentive program, includes utilizing a 'scorecard' approach with key ESG-related metrics with measurable targets. These key metrics include increasing the transparency and quality of ESG disclosures.
Other, please specify	Monetary reward	Company performance against a climate-related sustainability index Other (please specify) (Strategy, execution and communication of environmental and overarching corporate social responsibility initiatives)	Part of the annual objectives for our Senior Vice President, General Counsel, Chief Compliance Officer & Corporate Secretary is to oversee and advance our strategy and communication of ABG's environmental initiatives and overarching corporate ESG platform. Since 2021, a re-designed incentive program, includes utilizing a 'scorecard' approach with key ESG-related metrics with measurable targets. These key metrics include increasing the transparency and quality of ESG disclosures.
Other, please specify (Vice President, Global Organizational Development)	Monetary reward	Company performance against a climate-related sustainability index Other (please specify) (Strategy, execution and communication of environmental and overarching corporate social responsibility initiatives)	Part of the annual objectives for our Vice President of Global Organizational Development is to oversee and advance our strategy and communication of our Company's environmental initiatives and overarching corporate ESG platform.
Environment/Sustainability manager	Monetary reward	Company performance against a climate-related sustainability index Other (please specify) (Strategy, execution and communication of environmental and overarching corporate social responsibility initiatives)	Avis Budget Group also has a dedicated Sustainability Manager whose exclusive responsibility is to advance and execute our strategy, programs and communications on climate-related issues. The development and tracking our progress toward Avis Budget Group's emission reduction target was one of the primary annual performance goals.

C2. Risks and opportunities

C2.1

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

Yes

C2.1a

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

	From (years)	To (years)	Comment
Short-term	1	2	We consider the 1-2 year time horizon when defining short-term objectives and monitoring near-term climate-related risks and opportunities.
Medium-term	3	6	We consider the 3-6 year time horizon when defining medium-term objectives. We also consider the 3-6 year time horizon when evaluating associated climate-related risks and opportunities from a medium-term time horizon.
Long-term	7	10	We consider the 7-10 year time horizon when defining long-term objectives (including our sustainable mobility strategies). We also consider the 7-10 year time horizon when evaluating associated climate-related risks and opportunities (notably those related to physical climate risks and broader socioeconomic impacts) from a long-term time horizon.

C2.1b

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

SUBSTANTIVE FINANCIAL OR STRATEGIC IMPACT: We define risk as having a substantial financial and strategic impact using both qualitative and quantitative measures. Qualitative measures consider correlations to our business model, mission and value chain.

QUALITATIVE THRESHOLDS: Quantitatively, we generally consider a risk to be substantive based on a scenario where at least 0.5% of our revenues could be impacted. In our CDP 2022 Climate Change response, this threshold was approximately $24 million.

QUALITATIVE FACTORS: The criteria used to determine our priorities with regards to climate change risks and opportunities is based on the degree of potential market, physical, regulatory and/or business model impacts to Avis Budget Group. We also consider our value chain impacts, industry trends and level of stakeholder interest among our employees, investors, customers, and affiliates.

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
Avis Budget Group's process for identifying, assessing and responding to climate-related risks and opportunities is integrated into multi-disciplinary company-wide risk management process and occurs at all stages of the company's value chain. The Corporate Governance Committee also oversees the Company's risks and disclosure related to ESG and annual ESG reporting, which cover matters such as the environment, human rights, labor, health and safety, workforce diversity, supply chain, governance and similar matters affecting our stakeholders PROCESSES AT COMPANY LEVEL: At the company level, our Corporate Social Responsibility team maintains daily strategic oversight to identify and manage risks related to climate change that may impact our Company's reputation, profitability and access to capital. Key methods include (1) engagement with subject matter experts within our organization, (2) engagement with consultants and industry experts, and (3) reviewing sustainability-related questionnaires and assessment criteria from the investor community and our corporate purchasers. PROCESSES AT ASSET LEVEL: Our processes at the asset level are both location-based and vehicle-based. At the location-based asset level, we identify and assess climate-related risks and opportunities by actively tracking environmental performance and energy-related expenditures. At the vehicle-based level, we identify and assess climate-related risks and opportunities within our business and innovation processes to support our strategies to increase fleet fuel efficiency and transition to 100% connected cars. Additionally, our business continuity processes enable us to identify and assess physical climate risks (include those associated with hurricanes and extreme weather events) at both the location-based and vehicle-based levels. DETERMINATION OF SIZE AND SCOPE OF RISKS: We consider all markets where our brands (including affiliate-managed operations) have a presence . We also consider global environmental and socioeconomic trends, which may impact the value of our assets in addition to revenue and costs in our key markets, including those in the Americas (North America, South America, Central America and the Caribbean) where we generated over 75% of our annual revenues in 2021. For example, increasing electric and hybrid vehicles and having a fully connected fleet has been prioritized due to (1) cost savings and risk mitigation opportunities, (2) importance to our stakeholders and (3) alignment with our Company's commitment to innovation and moving the future of mobility forward. Our goal is to leverage innovation and build on our position as a leading global provider of mobility solutions for consumers, businesses and cities. CASE STUDY/EXAMPLE OF HOW PROCESS IS APPLIED: Situation: In our updated ESG materiality assessment, we identified greenhouse gas emissions was identified as "very high" priority by our stakeholders. Additionally, our corporate customers continuously evaluate opportunities to partner with companies that support their ESG and climate-related goals. Task: To meet the needs of our stakeholders, and ensure we are addressing high priority topic areas, Avis Budget Group needed to establish processes to support reducing greenhouse gas emissions associated with our rental fleet. Action: Through carbon-offset credits, we support corporate customers to make their car rental programs 100% carbon neutral. Carbon offset credits are created through projects that remove or reduce greenhouse gas emissions in various ways, such as renewable energy generation, energy efficiency, and reforestation programs. We also calculate greenhouse gas emissions for our corporate customers with the ability to drill down for specific locations, countries or globally, over any particular time period. Result: We are able to support our corporate customers' climate goals related to their Scope 3 emissions from business travel, which has a direct correlation to maintaining and increasing our Company's revenues. For example, in 2021, commercial customers represented approximately 44% of revenues within our Avis brand, for which we generate the majority of our revenues.

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	We consider potential risks and opportunities associated with current regulations. Examples of the type of risks considered include regulations pertaining to fuel efficiency and emissions standards for vehicles. At the current time, potential risks associated with current regulations have not identified as substantive to our Company. These types of regulations would apply to our car manufacturers, and not directly to our Company. Although these regulations may not directly apply to our Company, we aim to ensure our fleet is compliant. For example, across Europe, our fleet complies 100% with the current Euro 6 emission standards (Euro 6, Euro 6c and Euro 6d-TEMP).
Emerging regulation	Relevant, always included	We consider potential risks and opportunities associated with emerging regulations. For example, should rules establishing limitations on greenhouse gas or other emissions or rules imposing fees on entities deemed to be responsible for greenhouse gas emissions, or rules establishing bans on diesel or fuel vehicles from entering certain locations become effective in the countries in which we operate, demand for our services could be affected, our fleet and/or other costs could increase, and our business could be adversely impacted. We also view emerging regulations associated with renewable energy and the transition to connected, electric vehicles to be an opportunity across our brands. These types of regulations can support our vision for mobility as a service that is completely connected, integrated, and on-demand for our customers and other businesses.
Technology	Relevant, always included	We consider potential technology risks and opportunities in the context of industry trends that might impact the future of mobility and the travel and tourism industry. We view technological shifts associated with the transition to a low-carbon economy as an opportunity for our Company to leverage emerging innovations to reduce our value chain emissions and further integrate sustainable mobility into our business model. For example, connected and autonomous vehicles are likely to become a common feature worldwide, along with the increased use of electric and shared vehicles. This is an opportunity for our company to build on our core experience, data intelligence and technology to develop entirely new lines of business and extend our offering and capabilities for our customers, businesses and cities.
Legal	Relevant, always included	With support from our Legal department, our Corporate Social Responsibility team monitors relevant legal risks include those which may be associated with our management of climate change and/or broader ESG topics. Examples of potential climate-related legal risks could include potential liabilities associated with our disclosures on emissions reduction strategies and performance. We do not believe that climate-related legal risks are currently substantive to our business.
Market	Relevant, always included	Our Environmental, Social, Governance team actively monitors market risks associated with climate change. Examples of potential climate-related market risks that are relevant to our Company include (1) changing customer behavior (due to increased interest in sustainability from our corporate and retail customers), (2) uncertainty in market signals (due to the broader potential socioeconomic impacts associated with climate change), and (3) variability in the price of raw materials (most notably potential correlations between fuel and commodity costs). With regards to changing customer preferences, we view this trend as more of an opportunity than a risk for our Company, as we remain committed to offering the greenest, smartest and safest fleet in our industry.
Reputation	Relevant, always included	Our Corporate Social Responsibility team actively monitors reputation risks associated with climate change. Examples of potential climate-related reputation risks that are relevant to our Company include those associated with increased investor and lender interest in and consideration of ESG performance to inform decision making.
Acute physical	Relevant, always included	Acute physical risks are identified and assessed across our Company with leadership driven by Business Continuity and Enterprise Risk Management teams. Examples of acute physical risks that are relevant to our Company include hurricanes and wildfires.
Chronic physical	Relevant, always included	Chronic physical risks are identified and assessed across our Company with leadership driven by Business Continuity and Enterprise Risk Management teams. Examples of chronic physical risks that are potentially relevant to our Company include rising sea levels, rising mean temperatures, changes in precipitation patterns (including droughts) and extreme variability in weather patterns (including cancellations associated with severe storms, snow and ice). We consider chronic physical risks in the context of revenue implications as demand for travel and tourism can be influenced by weather patterns in key markets.

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

Acute physical	Cyclone, hurricane, typhoon

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

Increases in the frequency and severity of extreme weather events, such as hurricanes, floods, and wildfires, could impact travel demand in specific markets, lead to supply chain interruptions and may cause damage to physical assets required for business continuity. For example, we rely heavily on the satisfactory performance and availability of our information systems, including our reservation systems, websites and network infrastructure to attract and retain customers, accept reservations, process rental and sales transactions, manage our fleet of vehicles, account for our activities and otherwise conduct our business. A failure or interruption that results in the unavailability of any of our information systems, or a major disruption of communications between a system and the locations it serves, could cause a loss of reservations, interfere with our fleet management, slow rental and sales processes, create negative publicity that damages our reputation or otherwise adversely impacts our ability to manage our business effectively. For example, following past Hurricanes Harvey, Irma and Maria, we experienced an impact of approximately $15 million in quarterly adjusted EBITDA associated with lost revenue; lower utilization due to airport closures; incremental shuttling costs that we incurred to move vehicles to the impacted area; and property damage. On an annual basis, we typically incur 5-20 extreme weather events that require us to execute upon our business continuity plans. Over the past decade, extreme weather events have increased in both their severity and their reach. Historically, hurricanes were typically localized events, however, these extreme weather events are becoming more regional. For example, in 2021, Hurricane Ida had impacts across our locations in the southern U.S. including Louisiana, Mississippi, Alabama, Tennessee, Kentucky and Virginia. Our business continuity plans and insurance programs seek to mitigate risks associated with extreme weather events but they cannot fully eliminate all risks.

Time horizon

Medium-term

Likelihood
More likely than not

Magnitude of impact
Medium

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

Potential financial impact figure (currency)
42000000

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

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

Explanation of financial impact figure
Estimated financial impact assumes the potential for an approximate 1% increase in 2021 operating expenses associated with variability in fuel and/or energy costs. This may result in a potential financial impact of approximately $42 million

Cost of response to risk
10000000

Description of response and explanation of cost calculation
In North America, Avis Budget Group's rental car brands provide customers a variety of fuel-efficient options including (1) hybrids and (2) standard vehicles rated "green" by the U.S. Environmental Protection Agency (EPA) to respond to changing consumer preferences. We are working with our Original Equipment Manufacturer (OEM) partners to optimize a product line for EVs and with our charging infrastructure partners to tackle the logistical hurdles. Our customers have the choice of a wide variety of vehicles, including hybrids, electric or fuel-efficient vehicles at virtually all our rental locations, but each city, country, and region where we do business operates in its own unique infrastructure environment. Based on customer demand and availability of charging stations and other infrastructure, we allocate electric vehicles where they are most in demand. Our global hybrid and electric fleet is one of the largest in the rental car industry, with nearly 30,000 hybrid and electric vehicles. In Scandinavia, 68% of our fleet is hybrid and electric (up from 25% in 2020), making it the largest fuel-efficient rental option in the region. In 2019, Avis Sweden (AS) set out to reduce their emissions per kilometer from 100 grams CO2 to 60 by 2025. The AS Go Green program guarantees all customers an environmentally friendly car on demand. Because of its popularity, Swedish customers' prolific use of hybrids and EVs propelled Avis Sweden past their 2025 goal by 10 grams CO2 (down to 50 CO2 grams per kilometer), four years early. In 2021, in the U.S., 42% of fleet vehicles are U.S. EPA SmartWay-certified; this represents a 5% increase compared to 2020. For corporate customers, we partner to calculate and reduce their Scope 3 emissions from business travel. Our emissions calculator is used to determine a benchmark and track emissions reductions over time. We provide corporate customers with the opportunity to make their car rental program 100% carbon neutral through the creation of carbon offset credits, which are generated from renewable energy and reforestation programs. To deliver on our carbon offset programs, we partner with NextEra Energy Resources. COST CALCULATION: Annually, we typically incur expenditures in excess of $10 million associated with our insurance programs, business continuity processes and disaster response and relief efforts.

Comment

Identifier
Risk 2

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

Risk type & Primary climate-related risk driver

Market	Changing customer behavior

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

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

Company-specific description
The competitive environment for our industry and Avis Budget Group is generally characterized by intense price and service competition among global, local, and regional competitors. Competition in our vehicle rental operations is based primarily upon price, customer service quality, including usability of booking systems and ease of rental and return, vehicle availability, reliability, rental locations, product innovation and national or international distribution. In addition, competition is also influenced strongly by brand reputation. Increasing attention to climate change, increasing societal expectations on companies to address climate change, and potential consumer and customer use of substitutes to our products may result in reduced demand for our products and reduced profits. If we are not adequately prepared to meet consumer demand for electric, hybrid and autonomous vehicles as such demand develops, our financial condition or results of operations could be adversely impacted. For example, at Avis Budget Group, some of our corporate customers are also increasingly interested in sustainability and reducing their Scope 3 emissions associated with the use of products and services for business travel. As our corporate and leisure customers are becoming increasingly aware and concerned about pollution and congestion caused by vehicles, we aim to lead the way in sustainable mobility and join global efforts to reduce energy consumption and greenhouse gas emissions from transport. Additionally, in 2021, commercial customers represented approximately 44% of revenues within our Company. We believe that the vehicle industry will continue to experience significant change in the coming years, in particular as it relates to vehicle electrification. We continue to face pressure to ensure our fleet has both electric and hybrid vehicles both from consumer demand, and from our purchase agreements with various vehicle manufacturers. This the high level of competition in the mobility industry, including from new companies or technology, and the impact such competition may have on pricing and rental volume.

Time horizon
Medium-term

Likelihood
About as likely as not

Magnitude of impact
Medium

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

Potential financial impact figure (currency)
93000000

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

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

Explanation of financial impact figure
Estimated financial impact assumes the potential for an approximate 1% decrease in 2021 revenue associated with changing customer behavior and increased interest in low-carbon products and services. If Avis Budget Group is unable to keep up with changing consumer behaviors, this may result in a $93,000,000 impact for the company

Cost of response to risk
10000000

Description of response and explanation of cost calculation
In North America, Avis Budget Group's rental car brands provide customers a variety of fuel-efficient options including (1) hybrids and (2) standard vehicles rated "green" by the U.S. Environmental Protection Agency (EPA) to respond to changing consumer preferences. We are working with our Original Equipment Manufacturer (OEM) partners to optimize a product line for EVs and with our charging infrastructure partners to tackle the logistical hurdles. Our customers have the choice of a wide variety of vehicles, including hybrids, electric or fuel-efficient vehicles at virtually all our rental locations, but each city, country, and region where we do business operates in its own unique infrastructure environment. Based on customer demand and availability of charging stations and other infrastructure, we allocate electric vehicles where they are most in demand. Our global hybrid and electric fleet is one of the largest in the rental car industry, with nearly 30,000 hybrid and electric vehicles. In Scandinavia, 68% of our fleet is hybrid and electric (up from 25% in 2020), making it the largest fuel-efficient rental option in the region. In 2019, Avis Sweden (AS) set out to reduce their emissions per kilometer from 100 grams CO2 to 60 by 2025. The AS Go Green program guarantees all customers an environmentally friendly car on demand. Because of its popularity, Swedish customers' prolific use of hybrids and EVs propelled Avis Sweden past their 2025 goal by 10 grams CO2 (down to 50 CO2 grams per kilometer), four years early. In 2021, in the U.S., 42% of fleet vehicles are U.S. EPA SmartWay-certified; this represents a 5% increase compared to 2020. For corporate customers, we partner to calculate and reduce their Scope 3 emissions from business travel. Our emissions calculator is used to determine a benchmark and track emissions reductions over time. We provide corporate customers with the opportunity to make their car rental program 100% carbon neutral through the creation of carbon offset credits, which are generated from renewable energy and reforestation programs. To deliver on our carbon offset programs, we partner with NextEra Energy Resources. COST CALCULATION: We estimate annual expenditures in excess of $10 million associated with investments and management time to support our fleet management, innovation initiatives and partnership activities that help to manage this risk associated with changing consumer behaviour.

Comment

Identifier
Risk 3

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

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
Weakness in travel demand or general economic conditions, and/or a significant increase in fuel costs, can adversely impact our business, most notably our revenues and operating costs. Likewise, any significant increases in fuel prices, a severe protracted disruption in fuel supplies or rationing of fuel could discourage our customers from renting vehicles or reduce or disrupt air travel, which could also adversely impact our results of operations. For example, approximately 66% of our revenues are generated from our airport locations. Also, pricing in the vehicle rental industry is impacted by the size of rental fleets and the supply of vehicles available for rent, which could be impacted by wider social disadvantages and uncertainty in market signals associated with climate change. Additionally, our truck rental business can be impacted by the housing market. If conditions in the housing market were to weaken due to physical risks associated with climate change, we could see a reduction in truck rental transactions, which could have a resulting adverse impact on our revenues and operating costs. With a fleet comprised of approximately 20,000 vehicles, Our Budget Truck rental business is one of the largest local and one-way truck rental businesses in the United States.

Time horizon
Long-term

Likelihood
About as likely as not

Magnitude of impact
Medium

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

Potential financial impact figure (currency)
42000000

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

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

Explanation of financial impact figure
Estimated financial impact assumes the potential for an approximate 1% increase in 2021 operating expenses associated with variability in fuel and/or energy costs. This may result in a potential financial impact of approximately $42 million.

Cost of response to risk
10000000

Description of response and explanation of cost calculation
Diversification of revenue across markets helps to mitigate risks associated with individual markets. For example, our Company and our licensees operate the Avis and Budget brands in approximately 180 countries throughout the world. As part of this diversification strategy, we are expanding car sharing solutions through our Zipcar brand and electric vehicle. Additionally, we maintain a steadfast focus on managing and improving our fleet decisions to better optimize and drive the purchase, deployment, and disposition of our fleet. These measures help: (1) lower costs and meet customer demand; (2) grow our direct-to-dealer and consumer sales performance; (3) reduce maintenance and repair expenses; (4) better optimize our salvage costs; (5) reduce the risk of damage to our vehicles, and (6) improve fleet utilization benefits and savings by combining our vehicle rental and car sharing fleets when appropriate. Collectively, these measures enhance our ability to mitigate our exposure to fleet-wide risks associated with uncertainty in market signals. We are also proactively focused on transforming and future-proofing our business model by leveraging our global reach and data intelligence capabilities to position Avis Budget Group as a leading provider of mobility options and support our ability to develop entirely new lines of business. Real-time anonymized data collected from our thousands of vehicles and millions of trips can provide urban developers deeper insight for congestion management, traffic flow optimization and route optimization, transportation system planning, emissions management, and parking. We are actively anticipating and driving changes in mobility. Connected and autonomous vehicles are likely to become a common feature worldwide, along with an increased use of electric and shared vehicles, which is why we are building on our core experience, data intelligence and technology to develop entirely new lines of business and extend our offering and capabilities for our customers, businesses and cities. COST CALCULATION: We estimate annual expenditures in excess of $10 million associated with investments and management time to support our fleet management, innovation initiatives and partnership activities that help to manage this risk.

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
Resource efficiency

Primary climate-related opportunity driver
Use of more efficient modes of transport

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

Company-specific description
At Avis Budget Group, the opportunity for our customers to choose from a wide variety of vehicles, including hybrids, electric or fuel-efficient vehicles at virtually all of our locations are part of a significant revenue generation opportunity across our brands and the markets we operate. We envision a world where personal mobility will be completely connected, integrated and on-demand. As part of this vision, we see tremendous opportunity to reduce emissions and traffic congestion and be part of the expected shift toward electric vehicles worldwide. We believe mobility in the long-term will be offered as a service and that fleet management capabilities will become extremely valuable for any sustainable mobility company. Our goal is to leverage innovation and build on our position as a leading global provider of mobility solutions for consumers, businesses and cities. That is why we are building on our core experience, data intelligence & technology to extend our offering and capabilities today. Having a fully connected fleet will also allow us to streamline operations and reduce costs, including more sophisticated tracking of idle vehicles and employing more dynamic fleet planning. Critical data including mileage, fuel level, and vehicle condition can also be shared real-time, resulting in a more efficient workforce, better maintained vehicles, and an overall better customer experience. With a fleet of over 590,000 vehicles and more than 70 years of experience in managing global fleets, we believe that we are well positioned to take advantage of the development of new mobility models as we leverage our fleet management capabilities to provide fleet management services to the public sector, as well as other companies. We have been actively anticipating and driving changes in mobility. Connected and autonomous vehicles are likely to become a common feature worldwide, along with an increase use of electric and shared vehicles, which is why we're building on our core experience, data intelligence and technology to develop entirely new lines of business and extend our offering and capabilities for our customers, businesses, and cities. Through carbon offset credits, we support corporate customers who want 100% carbon-neutral car rental programs. Projects that remove or reduce greenhouse gas emissions create carbon offset credits through global renewable energy generation programs

Time horizon
Long-term

Likelihood
More likely than not

Magnitude of impact
Medium

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

Potential financial impact figure (currency)
93000000

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

Potential financial impact figure – maximum (currency)

<Not Applicable>

Explanation of financial impact figure

Estimated financial impact assumes the potential for an approximate 0.5% increase in 2021 revenue due to our partnerships and innovations to support our strategy to transition to more efficient modes of transport. This could result in a potential financial impact of approximately $93 million.

Cost to realize opportunity

10000000

Strategy to realize opportunity and explanation of cost calculation

With over 235,000 connected cars, we are committed to having a fully connected fleet. Today, Avis Budget Group now operates the world's leading car-sharing network through our Zipcar brand. To date, the members of Zipcar's 10 largest markets have helped keep more than 140,000 cars off our streets. In addition to taking thousands of cars off the road and reducing congestion, car sharing members report notable reductions in their own driving behavior after joining. Zipcar launched a new electric van sharing service for businesses in Brixton, London in an attempt to tackle the area's high pollution levels. Our Zipcar goal is to be fully electric in London by 2025, with 800,000 U.K. members reaping the benefits, making it the first public car-sharing commitment to be 100% electric anywhere in the world. Our global hybrid and electric fleet is one of the largest in the rental car industry, with nearly 30,000 hybrid and electric vehicles. In Scandinavia, 68% of our fleet is hybrid and electric (up from 25% in 2020), making it the largest fuel-efficient rental option in the region. In 2019, Avis Sweden (AS) set out to reduce their emissions per kilometer from 100 grams CO_2 to 60 by 2025. The AS Go Green program guarantees all customers an environmentally friendly car on demand. Because of its popularity, Swedish customers' prolific use of hybrids and EVs propelled Avis Sweden past their 2025 goal by 10 grams CO_2 (down to 50 CO_2 grams per kilometer), four years early. Now, Avis Sweden is vowing to cut that number in half to 25 by 2025. We recognize that mobility services are undergoing massive shifts which provide both risks and opportunities to our business, and are focused on reinventing rental, digitizing our business and exploring new business models, including partnering with innovators in the broader mobility landscape. For example, we have entered into partnerships with Waymo, Uber and Via to leverage our fleet and data capabilities to advance ride sharing. We have also partnered with Kansas City to provide customers easy access to parking and traffic information through the Avis app, demonstrating our ability to collaborate with their smart city initiatives to reduce congestion.

Comment

We estimate annual expenditures in excess of $10 million associated with investments and management time to support our fleet management, innovation initiatives, and partnership activities that help to capitalize on this opportunity.

Identifier

Opp2

Where in the value chain does the opportunity occur?

Direct operations

Opportunity type

Resilience

Primary climate-related opportunity driver

Participation in renewable energy programs and adoption of energy-efficiency measures

Primary potential financial impact

Returns on investment in low-emission technology

Company-specific description

Following the Paris climate agreement and in response to increased corporate demand for renewable energy procurement, the regulatory landscape for renewable energy incentives globally is expected to shift over the next decade. The further development and enactment of renewable energy regulations at the national, state, and local levels may create new investment opportunities among our corporate facilities and nearly 10,400 rental locations (including 4,000 licensee operated) across 180 countries. Additionally, we have the opportunity to capitalize on rebates from utilities and governments in support of our energy efficiency measures and continue to incorporate process improvements to increase the energy within our buildings and our fleet of approximately 590,000 vehicles. Investing in onsite renewable energy may also increase the resilience of owned and operated locations and help increase the value of our Company and protect our cash flow from physical climate-related risks within the approximately 180 countries where our Company and our licensees operate.

Time horizon

Medium-term

Likelihood

Likely

Magnitude of impact

Medium

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

93000000

Potential financial impact figure – minimum (currency)

<Not Applicable>

Potential financial impact figure – maximum (currency)

<Not Applicable>

Explanation of financial impact figure

Estimated financial impact assumes the potential for an approximate 1% decrease in 2021 operating costs due to decreased requirements for fuel and/or energy spend, and increased resilience against potential business disruptions. This may result in a potential financial impact of approximately $93 million.

Cost to realize opportunity

10000000

Strategy to realize opportunity and explanation of cost calculation

While the majority of our carbon footprint is derived from customer's use of fuel, we actively work to incorporate best practices to increase energy efficiency at our locations of operation. We incorporate best practices to increase energy efficiency at our locations (office spaces, rental locations, parking lots, maintenance facilities). We use leading ratings and certifications, including LEED®, ENERGY STAR® and ISO 14001, to guide our progress. Our ongoing efforts focus on exterior and interior light retrofits to LED lighting, as well as the installation of LED signage for all Avis Budget Group branded signage. Across the U.S., we migrated major airport car rental locations into Consolidated Car Rental Facilities (ConRACs) where tenants are required to align with airport and local code requirements to achieve lower energy ratings. Currently, we occupy 16 locations that hold LEED® certifications. Our maintenance facilities at major U.S. locations are heated by clean-burning furnaces built to run on used motor oil. These facilities no longer ship used oil to recycling facilities, eliminating the need to consume external energy for heating. In 2021, we completed the LED lightning retrofits at our Milwaukee Airport and Forest View locations. The $64,900 investment will save 197,726 kWh/year with ROI expected in 2.2 years. By leveraging our Environmental Management System (EMS), all our rental locations and facilities in Spain and Scandinavia are ISO 14001 certified. In addition to offering “green” vehicles and providing 100% carbon neutral options for consumers, we expect to further increase fleet fuel efficiency through an optimization system aimed at improving the efficiency of our inner-city networks by minimizing mileage driven by our shuttlers and ensuring that we have the right mix of vehicles on hand to fulfill daily reservations. In North America, Company’s Performance Excellence team has completed a process improvement project, which resulted in a significantly reduction in miles driven and associated vehicle emissions.

Comment
We estimate annual expenditures in excess of $10 million associated with investments and management time to support our fleet management, innovation initiatives and partnership activities that help to capitalize on this opportunity.

Identifier
Opp3

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

Opportunity type
Products and services

Primary climate-related opportunity driver
Shift in consumer preferences

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

Company-specific description
Avis Budget Group’s retail and corporate customers are practices that promote sustainability. Transportation is identified as the fastest-growing source of global greenhouse gas emissions, and vehicles are believed to account for at least 15% of those emissions. In addition, vehicles are the greatest source of air pollution in inner cities. As our corporate and leisure customers are becoming increasingly aware and concerned about pollution and congestion caused by vehicles, we aim to lead the way in sustainable mobility and join global efforts to reduce energy consumption and greenhouse gas emissions from transport. Additionally, connected and autonomous vehicles are likely to become a common feature worldwide, along with the increased use of electric and shared vehicles. This is an opportunity for our company to build on our core experience, data intelligence and technology to develop entirely new lines of business and extend our offering and capabilities for our customers, businesses, and cities. Our corporate customers are also increasingly interested in sustainability and reducing their Scope 3 emissions associated with the use of products and services for business travel. We also offer our customers the opportunity to choose from a wide variety of vehicles, including hybrids, electric or fuel-efficient vehicles at virtually all of our locations. Our fleet consists primarily of vehicles from the current and immediately preceding model year. This also ensures the highest possible standards of air emissions control.

Time horizon
Medium-term

Likelihood
Likely

Magnitude of impact
Medium

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

Potential financial impact figure (currency)
93000000

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

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

Explanation of financial impact figure
Estimated financial impact assumes the potential for an approximate 0.5% increase in 2021 revenue associated with changing customer behavior and increased interest in low-carbon products and services. This could result in a potential financial impact of approximately $93 million.

Cost to realize opportunity
10000000

Strategy to realize opportunity and explanation of cost calculation
In recognition to this opportunity, we continue to execute on our strategy to play a leading role in the transition to a sustainable, low-carbon economy. For example, in North America, our rental car brands provide customers a variety of fuel-efficient options including (1) hybrids and (2) standard vehicles rated “green” by the U.S. Environmental Protection Agency at virtually all of our locations. Additionally, our 2021 hybrid and electric fleet was one of the largest fleets in our industry nearly 30,0000 vehicles globally, and 63% of fleet vehicles are rated 30 miles per gallon (highway) or better. In Scandinavia, 68% of our fleet is hybrid and electric (up from 25% in 2020), making it the largest fuel-efficient rental option in the region. In 2019, Avis Sweden (AS) set out to reduce their emissions per kilometer from 100 grams CO_2 to 60 by 2025. The AS Go Green program guarantees all customers an environmentally friendly car on demand. Because of its popularity, Swedish customers’ prolific use of hybrids and EVs propelled Avis Sweden past their 2025 goal by 10 grams CO_2 (down to 50 CO_2 grams per kilometer), four years early. Now, Avis Sweden is vowing to cut that number in half to 25 by 2025. Through carbon-offset credits, we support corporate customers to make their car rental programs 100% carbon neutral. Carbon offset credits are created through projects that remove or reduce greenhouse gas emissions in various ways, such as renewable energy generation, energy efficiency, and reforestation programs. We have an alliance with NextEra Energy Resources, the largest generator of wind and solar power in North America and a provider of carbon offset programs. We are also able to calculate the greenhouse gas emissions for our corporate customers with the ability to drill down for specific locations, countries or globally, over any particular time period. Other solutions that we offer to help customers reduce the environmental impact from their car rentals including efficient route planning to reduce emissions associated with vehicle idling.

Comment
We estimate annual expenditures in excess of $10 million associated with investments and management time to support our fleet management, innovation initiatives and partnership activities that help to capitalize on this opportunity.

C3. Business Strategy

C3.1

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

Row 1

Transition plan

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

Publicly available transition plan

<Not Applicable>

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

<Not Applicable>

Description of feedback mechanism

<Not Applicable>

Frequency of feedback collection

<Not Applicable>

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

<Not Applicable>

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

We have set a greenhouse gas target to achieve a 30% absolute reduction in Scope 1 and 2 emissions from 2018-2030. This 2030 target is based on a decarbonization pathway in the excess of the 2.5% annual decreases expected for alignment with the 2 degree level of ambition for science-based targets using the Science-Based Targets initiative's absolute-based approach. Central to the execution on our provisional target will be expected transition to predominantly electric, hybrid and/or more fuel-efficient vehicles in our fleet over the next decade.

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

<Not Applicable>

C3.2

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

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

C3.2a

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

Climate-related scenario	Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Transition scenarios IEA 2DS	Company-wide	<Not Applicable>	IDENTIFICATION OF SCENARIOS: Avis Budget Group identified and evaluated two climate-related scenarios based on a 2-degree scenario (the accepted limitation of temperature growth to avoid significant and potentially catastrophic changes to the planet) and 4-degree scenario (which will likely lead to sea-level rise and increase severity of extreme weather events). INPUTS, ASSUMPTIONS AND ANALYTICAL CHOICES: Avis Budget Group's climate-related scenarios analysis utilized the TCFD risk and opportunity categories. This includes the transition scenario – IEA 2DS. BOUNDARY AND TIME HORIZONS: We consider our entire value chain, and we primarily focus on our vehicle fleet because consumer use of our vehicles currently comprised 99% of our combined Scope 1 and 2 emissions. We consider risks and opportunities within and beyond the 10-year time horizon used for reporting on risks and opportunities. The geographic areas considered includes all locations where our Company, subsidiaries and affiliates operate with a focus on Americas (North America, South America, Central America, and the Caribbean) where we currently generate approximately 76% of our annual revenues.
Physical climate scenarios RCP 2.6	Company-wide	<Not Applicable>	IDENTIFICATION OF SCENARIOS: Avis Budget Group identified and evaluated two climate-related scenarios based on a 2-degree scenario (the accepted limitation of temperature growth to avoid significant and potentially catastrophic changes to the planet) and 4-degree scenario (which will likely lead to sea-level rise and increase severity of extreme weather events). INPUTS, ASSUMPTIONS AND ANALYTICAL CHOICES: Avis Budget Group's climate-related scenarios analysis utilized the TCFD risk and opportunity categories. This includes the physical scenario – RCP 2.6. BOUNDARY AND TIME HORIZONS: We consider our entire value chain, and we primarily focus on our vehicle fleet because consumer use of our vehicles currently comprised 99% of our combined Scope 1 and 2 emissions. We consider risks and opportunities within and beyond the 10-year time horizon used for reporting on risks and opportunities. The geographic areas considered includes all locations where our Company, subsidiaries and affiliates operate with a focus on Americas (North America, South America, Central America, and the Caribbean) where we currently generate approximately 93% of our annual revenues.

C3.2b

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

Row 1

Focal questions

What will have the largest impact on Avis Budget Group's climate results? What climate related risks are likely to have the largest impact on Avis Budget Group? What is most likely to influence Avis Budget Group's future climate strategy?

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

Avis Budget Group's ability to transition its vehicle fleet will likely have the largest impact on the company's climate results. As our corporate and leisure customers become increasingly aware and concerned about pollution and congestion caused by vehicles, we aim to provide sustainable transportation solutions by leveraging connected vehicle technology and introducing more fuel efficient and low emission vehicles. We are actively anticipating and driving changes in mobility. Connected and autonomous vehicles are likely to become a common feature worldwide, along with an increased use of electric and shared vehicles, which is why we are building on our core experience, data intelligence and technology to develop entirely new lines of business and extend our offering and capabilities for our customers, businesses and cities. Climate-related risk include: increasing attention to climate change, increasing societal expectations on companies to address climate change, and potential consumer and customer use of substitutes to our products may result in increased costs, reduced demand for our products, reduced profits, increased investigations and litigation, reputational harm and negative impacts on our stock price and access to capital markets. In addition, organizations that provide information to investors on corporate governance and related matters have developed ratings processes for evaluating companies on their approach to ESG matters. Customer and stakeholder preferences as well as laws and regulations are most likely to influence Avis Budget Group's future climate strategy.

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	Based on our scenario analyses, identified potential risks associated with product and services (most notably the rental of cars and trucks within our fleet) include extreme weather events and shifts in consumer preferences. Strategic decisions influenced these risks include our (1) investments in business continuity, (2) investments in innovation and partnerships to support ride-sharing and smart cities, and (3) programs and initiatives to reduce Scope 3 emissions for our corporate customers (including our emissions calculator and carbon offsets program). The management of these risks also present the opportunity for Avis Budget Group to increase operational efficiency and establish competitive advantages. The potential magnitude of these risks and opportunities are currently considered to be medium (in the context of our revenue and operating costs) over the next 1-10 years.
Supply chain and/or value chain	Yes	Based on our scenario analyses, identified potential upstream risks associated with our supply chain include changes in the cost of fuel, energy, and commodities in addition to broader uncertainty in market signals associated with climate change. For example, pricing in the vehicle rental industry is impacted by the size of rental fleets and the supply of vehicles available for rent, which could be impacted by fuel costs and uncertainty in market signals associated with climate change. Downstream potential risks within our value chain (notably our customers' use of cars and trucks within our fleet) include those associated with extreme weather events and shifts in consumer preferences. The management of risks may also present the opportunity for our Company to increase long-term revenue growth and establish competitive advantages by engaging customers on sustainability and partnering with them by low-carbon products and services (including our carbon offsets program). Strategic decisions influenced these risks include our (1) fleet procurement and maintenance strategies, (2) purchases of derivative instruments to hedge against increases in gasoline costs and (3) investments in business continuity; carbon reduction programs for customers; and the future of mobility. The potential magnitude of these risks and opportunities are currently considered to be medium (in the context of our revenue and operating costs) over the next 1-10 years.
Investment in R&D	Yes	We do not currently make any investments, which are classified as research and development expenses, in our financial disclosures. However, we have prioritized innovation initiatives to support our vision for mobility as a service that is completely connected, integrated, and on-demand for our customers and other businesses We view the transition to a low-carbon economy is an important opportunity for our Company. Led by our company's Innovation team, we are focused on advancing low-carbon solutions as part our strategies to make mobility greener, safer, and smarter. We believe that we are well positioned to take advantage of the development of new mobility models as we leverage our fleet management capabilities to provide fleet management services to the public sector, as well as other companies. The potential magnitude of these risks and opportunities are currently considered to be medium (in the context of our revenue and operating costs) over the next 1-10 years.
Operations	Yes	Based on our scenario analyses, identified potential risks associated with operations (most notably the rental of cars and trucks within our fleet) include potential increases in the price of fuel and the associated emissions generated from vehicles. Potential opportunities include further decreasing the fuel and emissions intensity within our fleet of over 590,000 vehicles. Strategic decisions influenced these risks and opportunities include through our: (1) decision to have a fully connected fleet, (2) procurement of more fuel-efficient vehicles, (3) investments to fleet optimizations projects, (3) investments in innovation and partnerships to support ride-sharing and smart cities, and (4) programs and initiatives to reduce Scope 3 emissions for our corporate customers (including our emissions calculator and carbon offsets program). We maintain a steadfast focus on managing and improving our fleet decisions to better optimize and drive the purchase, deployment, and disposition of our fleet. For example, in North America, our rental car brands provide customers a variety of fuel efficient options including (1) hybrids and (2) standard vehicles rated "green" by the U.S. Environmental Protection Agency (EPA) at virtually all of our locations. In the United States, 42% of our fleet is rated "green" by the U.S. EPA under the EPA SmartWay certification. Across Europe our fleet complies 100% with the current Euro 6 emission standards (Euro 6, Euro 6c and Euro 6d-TEMP). In Scandinavia, 68% of our fleet is hybrid and electric (up from 25% in 2020), making it the largest fuel-efficient rental option in the region. In 2019, Avis Sweden (AS) set out to reduce their emissions per kilometer from 100 grams CO2 to 60 by 2025. The potential magnitude of these risks and opportunities are currently considered to be medium (in the context of our revenue and operating costs) over the next 1-10 years.

C3.4

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

	Financial planning elements that have been influenced	Description of influence
Row 1	Revenues Direct costs Indirect costs Capital expenditures Capital allocation Access to capital Assets	REVENUES: The most significant risk identified as having a potential impact to our revenues is related to shifts in customer preferences as retail customers (particularly millennials and Gen Z consumers) and corporate customers. The management of these risks also presents the potential opportunity to increase revenue through competitive differentiation. Examples of how these risks and opportunities have been integrated into our financial planning process include (1) our investments in fleet optimization, innovations, customer solutions; and (2) additional expenses associated with our ESG responsibility programs. We continue to advance our programs to engage and partner with customers to promote sustainability and provide low-carbon products and services. For example, we partner with our corporate customers to calculate and reduce their Scope 3 emissions form business travel. Our emissions calculator is used to determine a benchmark and track emissions reductions over time. We provide corporate customers with the opportunity to make their car rental program 100% carbon neutral through the creation of carbon offset credits, which are generated from renewable energy and reforestation programs. In addition to providing hybrid and "green" vehicle selection options for customers, we are invested in giving a fully connected fleet, which will also allow us to streamline operations and reduce costs, including more sophisticated tracking of idle vehicles and employing more dynamic fleet planning. We have also been a global first-mover in the car-sharing space through our acquisition of Zipcar in 2013. Today, Avis Budget Group now operates the world's leading car-sharing network through our Zipcar brand, which provides "wheels when you want them" to urban consumers across nearly 500 cities and towns and nearly 500 university campuses. In addition to taking thousands of cars off the road and reducing congestion, car sharing consumers report notable reductions in their own driving behavior after joining. The potential magnitude of these risks and opportunities are currently considered to be medium (in the context of our current revenue and total assets). DIRECT & INDIRECT COSTS: The most significant risk identified as having a potential impact to our operating costs is changes in the cost of fuel, energy and commodities in addition to broader uncertainty in market signals associated with climate change. For example, pricing in the vehicle rental industry is impacted by the size of rental fleets and the supply of vehicles available for rent, which could be impacted by fuel costs and uncertainty in market signals associated with climate change. Potential opportunities associated with managing this risk include further increasing the fuel and emissions efficiency within our fleet of over 590,000 vehicles. Examples of how these risks and opportunities have been integrated into our financial planning process include (1) purchases of derivative instruments to hedge against increases in gasoline costs, (2) fleet procurement decision to "green" and make our fleet fully connected, and (3) investments in fleet optimization and the future of mobility. The potential magnitude of these risks and opportunities are currently considered to be medium (in the context of our current operating costs and total assets). CAPITAL EXPENDITURES & ALLOCATIONS: The most significant climate-related risks identified as having a potential impact to our capital expenditures are the need to respond to shifts in consumer preferences and increased demand for low-carbon product and services. Potential opportunities associated with managing this risk include competitive differentiation and mitigate our business exposure to increases the price of fuel and impacts from extreme weather events and other physical climate risk. Examples of how these risks and opportunities have been integrated into our financial planning process include our investments in (1) "greening" our fleet, (2) having a fully connected fleet and (3) advancing partnerships, capabilities and service offerings to provide low-carbon products and services (including ride sharing and smart cities initiatives). The potential magnitude of these risks and opportunities are currently considered to be medium (in the context of our current operating costs and total assets). ASSETS: The most significant risks associated with the value of our assets (notably our vehicles) is extreme weather events (particularly hurricanes and wildfires). In 2021, we recorded over $14 billion in assets under vehicle programs. While mitigated by our business continuity plans and insurance programs, we cannot fully eliminate all risks associated with property damage from extreme weather events. Examples of how these risks have been integrated into our financial planning process include investments in business continuity plans and our insurance programs. Please note that the insurance policies that we purchase supplement those that our customers also have in place for rented vehicles. The potential magnitude of these risks and opportunities are currently considered to be medium (in the context of our current operating costs and total assets). ACCESS TO CAPITAL: We believe that increased access to capital is a potential climate-related opportunity for our Company. Our performance with regards to climate change mitigation and adaptation is frequently used by specialized research firms to generate ratings and rankings that help to inform investor decision making. We are focused on continuing to advance our sustainability programs and increase the quality of our disclosures on our climate change strategy and performance. Examples of how these risks and opportunities have been integrated into our financial planning process include investments associated with our corporate ESG programs and disclosures. The potential magnitude of this opportunity is currently considered to be medium (in the context of our total assets).

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

Year target was set
2020

Target coverage
Company-wide

Scope(s)
Scope 1
Scope 2

Scope 2 accounting method
Location-based

Scope 3 category(ies)
<Not Applicable>

Base year
2018

Base year Scope 1 emissions covered by target (metric tons CO2e)
6827371

Base year Scope 2 emissions covered by target (metric tons CO2e)
45043

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

Total base year emissions covered by target in all selected Scopes (metric tons CO2e)
6872414

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

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

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

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

Target year
2030

Targeted reduction from base year (%)
30

Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]
4810689.8

Scope 1 emissions in reporting year covered by target (metric tons CO2e)
6039288

Scope 2 emissions in reporting year covered by target (metric tons CO2e)
42481

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)
6081769

% of target achieved relative to base year [auto-calculated]
38.3487277299262

Target status in reporting year
Underway

Is this a science-based target?
No, but we anticipate setting one in the next 2 years

Target ambition
<Not Applicable>

Please explain target coverage and identify any exclusions
Avis Budget Group's 2030 emissions reduction target covers our entire company's Scope 1 and 2 GHG emissions. This target is based on a decarbonization pathway in the excess of the 2.5% annual decreases expected for alignment with the 2-degree level of ambition for science-based targets using the Science-Based Targets initiative's absolute-based approach.

Plan for achieving target, and progress made to the end of the reporting year
Central to the execution on this target will be expected transition to predominantly electric, hybrid and/or more fuel-efficient vehicles in our fleet over the next decade. For example, in 2021, Avis Budget Group offered nearly 30,000 hybrid and electric vehicles globally (one of the largest low-emission car rental fleets). In 2021, Avis Budget Group experienced a 11.5% decrease in Scope 1 and 2 emissions since 2018.

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

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
2020

Target coverage
Company-wide

Target type: energy carrier
Other, please specify (Mobile)

Target type: activity
Consumption

Target type: energy source
Low-carbon energy source(s)

Base year
2018

Consumption or production of selected energy carrier in base year (MWh)
27790063

% share of low-carbon or renewable energy in base year
3

Target year
2030

% share of low-carbon or renewable energy in target year
70

% share of low-carbon or renewable energy in reporting year
5

% of target achieved relative to base year [auto-calculated]
2.98507462686567

Target status in reporting year
Underway

Is this target part of an emissions target?
To support our science-target emissions target, we aim to increase the number of hybrid and/or electric vehicles to at least 70% of our global fleet by 2030.

Is this target part of an overarching initiative?
Science Based Targets initiative

Please explain target coverage and identify any exclusions
In 2021, we had a total of 30,000 hybrid vehicles globally, one of the largest low emission fleets in our industry. Additionally, 68% of fleet vehicles in Scandinavia are hybrid or electric.

Plan for achieving target, and progress made to the end of the reporting year
Our goal is to position ourselves as the best vehicle rental company in the world. Establishing sustainable processes throughout our organization will play a critical role in our future success, which is why we established a formal Environmental, Social and Governance (ESG) strategy in 2020. We charted a 10-year plan to achieve a 30% reduction in greenhouse gas emissions by 2030, and central to the execution is our work toward the future of mobility by preparing ourselves to introduce electric vehicles at scale. In 2021, due to the global shortage in semiconductors production, vehicle supply has been low, but we have been steadily adding electric and connected vehicles to our fleet. The surgical focused management of our fleet inventory and cautious, deliberate purchasing decisions will be focal to the achievement of our target. We will be actively moving forward in the electric vehicle scenario as the semiconductors issue improves in the near future.

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

C4.3

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

C4.3a

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

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation		
To be implemented*	10	500
Implementation commenced*		
Implemented*	1	128455
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

Transportation	Company fleet vehicle efficiency

Estimated annual CO2e savings (metric tonnes CO2e)
128455

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)
43891142

Investment required (unit currency – as specified in C0.4)
1273

Payback period
1-3 years

Estimated lifetime of the initiative
1-2 years

Comment
In 2021, our hybrid and electric fleet was one of the largest in our industry with nearly 30,000 hybrid and electric vehicles globally. The adoption of these hybrid fleet required an additional investment of around $3,000 per vehicle. Using the hybrid vehicle comparison tool provided by the U.S. Energy Department there is an estimated $1,273 per vehicle in annual fuel savings which are mainly captured by our Avis Budget Group customers when refuelling our vehicles before checkout. In 2021, our hybrid fleet CO2kg per miles was around 33% lower than same non-hybrid car class.

C4.3c

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

Method	Comment
Financial optimization calculations	When considering investments in emissions reduction activities, we consider internal rates of returns and payback period for specific projects at our owned and operated locations. For example, lighting retrofits have been prioritized because they present an attractive return on investment. In additional to financial optimization calculations, we also consider efficiency investments to accompany end-of-life replacements for HVAC systems, chillers, boilers and other equipment. With regards to the procurement of vehicles within our fleet, fuel efficiency is one of numerous factors that we consider. For example, 63% of our fleet is rated 30 miles per gallon (highway) or better, and 42% are U.S. EPA SmartWay certified.

C4.5

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

C4.5a

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

Level of aggregation
Group of products or services

Taxonomy used to classify product(s) or service(s) as low-carbon
Other, please specify (Carbon neutral vehicle program)

Type of product(s) or service(s)

Other	Other, please specify (Carbon neutral vehicle program)

Description of product(s) or service(s)
Corporate vehicle rental programs (including 100% carbon neutral program). For Avis Budget Group's corporate customers, we partner to calculate and reduce their Scope 3 emissions form business travel. Our emissions calculator is used to determine a benchmark and track emissions reductions over time. We provide corporate customers with the opportunity to make their car rental program 100% carbon neutral through the creation of carbon offset credits, which are generated from renewable energy and reforestation programs. Avis Budget Group has an alliance with leading global offset providers such as) NextEra Energy Resources, the largest generator of wind and solar power in North America. In 2021, commercial customers represented approximately 44% of revenues within our Avis brand, for which we generate the majority of our revenues.

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

Methodology used to calculate avoided emissions
Other, please specify (Based on revenues from commercial customers)

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

Functional unit used
8.78 grams of C02 per gallon of motor gasoline

Reference product/service or baseline scenario used

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

Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario
23282

Explain your calculation of avoided emissions, including any assumptions
Annual fuel usage of the commercial customers that participate in our carbon offsets program is converted into carbon emissions using the carbon emission factor for motor gasoline of 8.78grams of CO2 per gallon used. We have 9 commercial customers participating in our carbon offset program who have voluntarily chosen to offset 100% of their car rental usage for business travel. Once we estimate their annual carbon emissions, we purchase the carbon offset credits through our carbon offset partner. For 2021, NextEra retired the carbon offsets credits generated in their windfarm projects located in the United States. Through our carbon offset program, we do not generate any revenue for Avis Budget Group. All money accrued throughout the calendar year to offset emissions, is used to purchase carbon offset credits through our carbon offset provider. The transaction is processed at cost and there are no surcharges passed to our commercial customers.

Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year
0

C5. Emissions methodology

C5.1

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

C5.1a

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

Row 1

Has there been a structural change?
No

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

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

C5.1b

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

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

C5.2

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

Scope 1

Base year start
January 1 2018

Base year end
December 31 2018

Base year emissions (metric tons CO2e)
6827371

Comment
The majority of our emissions are derived from consumer use of fuel for rented vehicles. Scope 1 emissions are calculated based on fuel consumption using manufacturer miles per gallon specifications.

Scope 2 (location-based)

Base year start
January 1 2018

Base year end
December 31 2018

Base year emissions (metric tons CO2e)
45043

Comment
Please note that in 2018 our Scope 2 emissions represented less than 1% of our combined Scope 1 and 2 emissions. Additionally, while outside of our data boundary, around 17,000 metric tons of CO2e were offset through our carbon offset program for corporate customers. Our Scope 2 emissions are based on purchased electricity at our owned/rented and operated locations. Scope 2 emissions represent 60% of the countries in which Avis Budget Group operate.

Scope 2 (market-based)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 1: Purchased goods and services

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment
In addition to purchasing vehicles within our fleet, our supply chain includes fleet maintenance purchases (including tires, oil, windshields and parts for repairs), information technology (including computers and servers) and other operational purchases (including cleaning supplies and uniforms). We do not currently track associated emissions from suppliers as defined in the GHG Protocol’s Corporate Value Chain (Scope 3) Accounting and Reporting Standard.

Scope 3 category 2: Capital goods

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment
Our capital goods primarily consist of the vehicles within our fleet. We do not currently calculate the full life cycle emissions of our fleet. Emissions during the use phase are currently captured within our Scope 1 emissions. We also work to reduce end-of-life emissions through our focus on optimizing our salvage costs.

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

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment
We have not identified any relevant fuel and/or energy-related activities that are not already covered within our Scope 1 and 2 emissions boundaries.

Scope 3 category 4: Upstream transportation and distribution

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

We do not calculate, but we do consider the life cycle emissions the associated with transportation and distribution of goods that we procure (notably the vehicles that we purchase within our fleet).

Scope 3 category 5: Waste generated in operations

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

14039

Comment

Reported data is based on our total waste generated in the United States at facilities operated by Avis Budget Group. 11% of sites in the United States were excluded from our calculation. These sites are leased buildings were data was not provided by the landlord. We remain focused on recycling and reducing solid and liquid waste across our operations. Examples where we drive impact including avoiding motor oil, glass, tires, paper, plastic and e-waste from entering landfills.

Scope 3 category 6: Business travel

Base year start

January 1 2018

Base year end

December 31 2018

Base year emissions (metric tons CO2e)

2270

Comment

Reported data is based on air and rail business travel in the the United States, Canada and most of Europe. Two low-cost airlines in our booking system – Spirit and Frontier – are excluded from this calculation. Also, Spain is excluded from our main booking system.

Scope 3 category 7: Employee commuting

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

We do not believe that Scope 3 emissions from employee commuting would reach the threshold for relevance. In 2020, emissions from employee commuting were even lower during the COVID-19 pandemic. Avis Budget Group strives to help support our employees who are owners of electric vehicles by providing charging stations at corporate headquarters and select locations

Scope 3 category 8: Upstream leased assets

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Emissions related to leased properties are currently included as part of our Scope 1 and 2 emissions based on our boundary of operational control.

Scope 3 category 9: Downstream transportation and distribution

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Emissions related to downstream transportation and distribution are currently captured within our Scope 1 and 2 emissions.

Scope 3 category 10: Processing of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Emissions related to the processing f sold products (notably our customers' use of cars and trucks within our fleet) are currently captured within our Scope 1 and 2 emissions.

Scope 3 category 11: Use of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Emissions related to the use of sold products (notably our customers' use of cars and trucks within our fleet) are currently captured within our Scope 1 and 2 emissions.

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

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Emissions related to the end-of-life treatment of sold products are generally not relevant to our business model as a rental company that provide mobility solutions. Also, where we retire fleets from our fleet, they are usually within 3-4 years from their model year and still have a useful life of the time of sale.

Scope 3 category 13: Downstream leased assets

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Emissions related to downstream leased assets (notably our customers' use of cars and trucks within our fleet) are currently captured within our Scope 1 and 2 emissions

Scope 3 category 14: Franchises

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Third-party licensees are relevant to our business model across brands. For example, nearly 50% of our total Avis brand locations are operated by licensees. We do not currently track Scope 3 emissions from relevant licensees and/or independent operators. However, we believe that licensees' relationships are a significant source of our overall Scope 3 emissions.

Scope 3 category 15: Investments

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Emissions related to investments (notably our investments in new vehicles and in new lighting systems or HVAC systems) are currently captured within our Scope 1 and 2 emissions

Scope 3: Other (upstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

We have not identified any other upstream Scope 3 emission sources at this time.

Scope 3: Other (downstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

We have not identified any other downstream Scope 3 emission sources at this time

C5.3

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

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

C6. Emissions data

C6.1

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

Reporting year

Gross global Scope 1 emissions (metric tons CO2e)
6039288

Start date
<Not Applicable>

End date
<Not Applicable>

Comment
The majority of our emissions are derived from consumer use of fuel for rented vehicles. Scope 1 emissions are calculated based on fuel consumption using manufacturer miles per gallon specifications.

C6.2

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

Row 1

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

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

Comment
Please note that in 2021 our Scope 2 emissions represented less than 1% of our combined Scope 1 and 2 emissions. Additionally, while outside of our data boundary, 23,273 metric tons of CO2e were offset through our carbon offset program for corporate customers. Our Scope 2 emissions are based on purchased electricity at our owned/rented and operated locations. Scope 2 emissions represent 60% of the countries in which Avis Budget Group operate.

C6.3

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

Reporting year

Scope 2, location-based
42481

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

Start date
<Not Applicable>

End date
<Not Applicable>

Comment
Please note that in 2021 our Scope 2 emissions represented less than 1% of our combined Scope 1 and 2 emissions. Additionally, while outside of our data boundary, 23,273 metric tons of CO2e were offset through our carbon offset program for corporate customers. Our Scope 2 emissions are based on purchased electricity at our owned/rented and operated locations. Scope 2 emissions represent 60% of the countries in which Avis Budget Group operate.

C6.4

(C6.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1 and Scope 2 emissions that are within your selected reporting boundary which are not included in your disclosure?
No

C6.5

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

Purchased goods and services

Evaluation status
Relevant, 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
In addition to purchasing vehicles within our fleet, our supply chain includes fleet maintenance purchases (including tires, oil, windshields and parts for repairs), information technology (including computers and servers) and other operational purchases (including cleaning supplies and uniforms). We do not currently track associated emissions from suppliers as defined in the GHG Protocol's Corporate Value Chain (Scope 3) Accounting and Reporting Standard.

Capital goods

Evaluation status
Not relevant, explanation provided

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

Emissions calculation methodology
<Not Applicable>

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

Please explain
Our capital goods primarily consist of the vehicles within our fleet. We do not currently calculate the full life cycle emissions of our fleet. Emissions during the use phase are currently captured within our Scope 1 emissions. We also work to reduce end-of-life emissions through our focus on optimizing our salvage costs.

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

Evaluation status
Not relevant, explanation provided

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

Emissions calculation methodology
<Not Applicable>

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

Please explain
We have not identified any relevant fuel and/or energy-related activities that are not already covered within our Scope 1 and 2 emissions boundaries.

Upstream transportation and distribution

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 do not calculate, but we do consider the life cycle emissions the associated with transportation and distribution of goods that we procure (notably the vehicles that we purchase within our fleet).

Waste generated in operations

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
12635

Emissions calculation methodology
Waste-type-specific method

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

Please explain
Reported data is based on our total waste generated in the United States at facilities operated by Avis Budget Group. 11% of sites in the United States were excluded from our calculation. These sites are leased buildings were data was not provided by the landlord. We remain focused on recycling and reducing solid and liquid waste across our operations. Examples where we drive impact including avoiding motor oil, glass, tires, paper, plastic and e-waste from entering landfills.

Business travel

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
218

Emissions calculation methodology
Distance-based method

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

Please explain
Reported data is based on air and rail business travel in the United States, Canada and most of Europe. Two low-cost airlines in our booking system – Spirit and Frontier – are excluded from this calculation. Also, Spain is excluded from our main booking system.

Employee commuting

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
We do not believe that Scope 3 emissions from employee commuting would reach the threshold for relevance. In 2020, emissions from employee commuting were even lower during the COVID-19 pandemic. Avis Budget Group strives to help support our employees who are owners of electric vehicles by providing charging stations at corporate headquarters and select locations.

Upstream leased assets

Evaluation status
Not relevant, explanation provided

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

Emissions calculation methodology
<Not Applicable>

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

Please explain
Emissions related to leased properties are currently included as part of our Scope 1 and 2 emissions based on our boundary of operational control.

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
Emissions related to downstream transportation and distribution are currently captured within our Scope 1 and 2 emissions.

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
Emissions related to the use of sold products (notably our customers' use of cars and trucks within our fleet) are currently captured within our Scope 1 and 2 emissions.

Use 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
Emissions related to the use of sold products (notably our customers' use of cars and trucks within our fleet) are currently captured within our Scope 1 and 2 emissions.

End of life treatment 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
Emissions related to the end-of-life treatment of sold products are generally not relevant to our business model as a rental company that provide mobility solutions. Also, where we retire fleets from our fleet, they are usually within 3-4 years from their model year and still have a useful life of the time of sale.

Downstream leased assets

Evaluation status
Not relevant, explanation provided

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

Emissions calculation methodology
<Not Applicable>

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

Please explain
Emissions related to downstream leased assets (notably our customers' use of cars and trucks within our fleet) are currently captured within our Scope 1 and 2 emissions.

Franchises

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
Third-party licensees are relevant to our business model across brands. For example, nearly 50% of our total Avis brand locations are operated by licensees. We do not currently track Scope 3 emissions from relevant licensees and/or independent operators. However, we believe that licensees' relationships are a significant source of our overall Scope 3 emissions.

Investments

Evaluation status
Not relevant, explanation provided

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

Emissions calculation methodology
<Not Applicable>

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

Please explain
Emissions related to investments (notably our investments in new vehicles and in new lighting systems or HVAC systems) are currently captured within our Scope 1 and 2 emissions.

Other (upstream)

Evaluation status
Not relevant, explanation provided

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

Emissions calculation methodology
<Not Applicable>

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

Please explain
We have not identified any other upstream Scope 3 emission sources at this time.

Other (downstream)

Evaluation status
Not relevant, explanation provided

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

Emissions calculation methodology
<Not Applicable>

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

Please explain
We have not identified any other downstream Scope 3 emission sources at this time.

C6.7

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

C6.10

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

Intensity figure
0.000654

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
6081769

Metric denominator
unit total revenue

Metric denominator: Unit total
9313000000

Scope 2 figure used
Location-based

% change from previous year
12

Direction of change
Increased

Reason for change
In 2021, our revenues were approximately $9.3 billion, 72% higher compared to 2020 (from $5.402 billion to $9.313 billion) reflecting increased business activity following the increase in global travel demand. Also, this year we included electricity consumption of leased rental locations and leased facilities in the United States which represent 11% of our United Stated owned or operate sites. Our emissions per revenue decreased by 9.9% (from 0.0009182 to 0.000653). Avis Budget Group's emissions reduction activities, most notably our continued focus on fleet maintenance and optimization contributed to this reduction.

Intensity figure
0.000433

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
6081769

Metric denominator
Other, please specify (Assets under vehicle programs)

Metric denominator: Unit total
14019000000

Scope 2 figure used
Location-based

% change from previous year
19

Direction of change
Decreased

Reason for change
In 2021, the recorded value of our assets under vehicle programs increased by approximately 53% (from $9.173 billion to $14.019 billion). However, our emissions relative to the value of assets under vehicle programs decreased by 19% (from 0.000540 to 0.000433). This decrease in our emissions relative to the value of assets under vehicle programs is a direct result of our customers driving less miles per rental transaction.

C7. Emissions breakdowns

C7.1

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

C7.1a

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

Greenhouse gas	Scope 1 emissions (metric tons of CO2e)	GWP Reference
CO2	6023953	IPCC Sixth Assessment Report (AR6 - 100 year)
CH4	2533	IPCC Sixth Assessment Report (AR6 - 100 year)
N2O	12802	IPCC Sixth Assessment Report (AR6 - 100 year)

C7.2

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

Country/Region	Scope 1 emissions (metric tons CO2e)
Canada	187068
United States of America	4776431
Other, please specify (Rest of the World)	1075789

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)
Car and Truck Rentals	5851828
Zipcar Rentals	50166
Corporate and Other	137294

C7.5

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

Country/Region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Canada	689	
United States of America	25763	
Other, please specify (Rest of the World)	16029	

C7.6

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

By activity

C7.6c

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

Activity	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Car and Truck Rentals	0	
ZipCar Rentals	0	
Corporate and Other	42481	

C7.9

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

Increased

C7.9a

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

	Change in emissions (metric tons CO2e)	Direction of change	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	0	No change	0	In 2021, changes in renewable energy consumption did not impact our emissions performance. Please note than less than 1% our combined Scope 1 and 2 emissions was from purchased electricity. Our Scope 1 and 2 emissions are principally derived from our customers' use of our fleet for vehicle rentals.
Other emissions reduction activities	128455	Decreased	2	In 2021, we estimated a 2% reduction due to our emissions reduction activities, which includes our emphasis on fleet management and optimization. For example, our hybrid and electric fleet is one of the largest in our industry with 30,000 hybrid electric vehicles globally in 2021 – a 9,000 increase compared to the previous year. The numerator used in the calculation is 128,455 MT CO2e and the denominator is Avis Budget Group's 2020 Scope 1 and 2 emissions, which were 6,081,770 MT CO2e.
Divestment	0	No change	0	In 2021, no divestments affected our emissions performance.
Acquisitions	0	No change	0	In 2021, no acquisitions affected our emissions performance.
Mergers	0	No change	0	Mergers were not applicable during the reporting period.
Change in output	1136503	Increased	23	In 2021, we estimated a 23% increase in our annual emissions compared to the previous year due to the increase demand in global travel. The numerator used in the calculation is 6,094,622 MT CO2e and the denominator is Avis Budget Group's 2020 Scope 1 and 2 emissions, which were 4,958,119 MT CO2e.
Change in methodology	0	No change	0	In 2021, there were no changes in methodology which did not impact our performance.
Change in boundary	0	No change	0	In 2021, changes in our data boundary did not impact our performance.
Change in physical operating conditions	0	No change	0	We do not currently identify a correlation between physical operating conditions, such as weather variations, because less than 1% of our Scope 1 and 2 emissions are from buildings. Potential impacts from weather to business demand for our mobility solutions would be captured as a factor contributing to our annual change in output.
Unidentified	0	No change	0	In 2021, there were no unidentified drivers. (While offset by Avis Budget Group's emission reduction activities, our absolute increase in emissions primarily reflects the rebound in global travel demand that nearly reached pre pandemic levels.)
Other	0	No change	0	In 2021, we have not identified any other drivers. While offset by Avis Budget Group's emission reduction activities, our absolute increase in emissions primarily reflects the rebound in global travel demand that nearly reached pre pandemic levels.

C7.9b

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

Location-based

C8. Energy

C8.1

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

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

C8.2

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

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

C8.2a

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

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	HHV (higher heating value)	0	22219994	0
Consumption of purchased or acquired electricity	<Not Applicable>	0	105954	0
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>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Total energy consumption	<Not Applicable>	0	22325948	0

C8.2b

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

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

C8.2c

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

Sustainable biomass

Heating value

HHV

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

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

During the reporting period, we did not identify any instances where low-carbon energy was purchased or generated online at our owned and/or operated locations. Please note that our Scope 2 emissions comprise a very small percentage of our total Scope 1 and 2 emissions. The vast majority of our emissions are from fuel consumption within our fleet of vehicles (for which we offer carbon offset programs for customers).

Other biomass

Heating value
HHV

Total fuel MWh consumed by the organization
0

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

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

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
During the reporting period, we did not identify any instances where low-carbon energy was purchased or generated online at our owned and/or operated locations. Please note that our Scope 2 emissions comprise a very small percentage of our total Scope 1 and 2 emissions. The vast majority of our emissions are from fuel consumption within our fleet of vehicles (for which we offer carbon offset programs for customers).

Other renewable fuels (e.g. renewable hydrogen)

Heating value
HHV

Total fuel MWh consumed by the organization
0

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

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

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
During the reporting period, we did not identify any instances where low-carbon energy was purchased or generated online at our owned and/or operated locations. Please note that our Scope 2 emissions comprise a very small percentage of our total Scope 1 and 2 emissions. The vast majority of our emissions are from fuel consumption within our fleet of vehicles (for which we offer carbon offset programs for customers).

Coal

Heating value
HHV

Total fuel MWh consumed by the organization
0

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

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

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
In 2021, there was no cosumption of coal for heating generation.

Oil

Heating value
HHV

Total fuel MWh consumed by the organization
71

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

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

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
Heating oil consumption occurs for heating purposes at some owned and/or operated locations.

Gas

Heating value
HHV

Total fuel MWh consumed by the organization
48300

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

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

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
Natural gas consumption occurs at our owned and/or operated locations for heating purposes.

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

Heating value
HHV

Total fuel MWh consumed by the organization
374

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

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

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
Propane gas consumption occurs at our owned and/or operated locations for heating purposes.

Total fuel

Heating value
HHV

Total fuel MWh consumed by the organization
48745

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

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

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
Please note that our Scope 2 emissions comprise less than 2% of our total Scope 1 and 2 emissions. The vast majority of our emissions are from fuel consumption within our fleet of vehicles (for which we offer carbon offset programs for customers).

C8.2g

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

Country/area
United States of America

Consumption of electricity (MWh)
68297

Consumption of heat, steam, and cooling (MWh)
47610

Total non-fuel energy consumption (MWh) [Auto-calculated]
115907

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

Country/area
Hungary

Consumption of electricity (MWh)
286

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
286

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

Country/area
Austria

Consumption of electricity (MWh)
697

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
697

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

Country/area
Germany

Consumption of electricity (MWh)
12841

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

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

12841

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

Country/area
Italy

Consumption of electricity (MWh)
1808

Consumption of heat, steam, and cooling (MWh)
1135

Total non-fuel energy consumption (MWh) [Auto-calculated]
2943

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

Country/area
Spain

Consumption of electricity (MWh)
2229

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
2229

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

Country/area
Portugal

Consumption of electricity (MWh)
444

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
444

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

Country/area
France

Consumption of electricity (MWh)
2270

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
2270

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

Country/area
United Kingdom of Great Britain and Northern Ireland

Consumption of electricity (MWh)
1725

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
1725

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

Country/area
Sweden

Consumption of electricity (MWh)
235

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]
235

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

Country/area
Norway

Consumption of electricity (MWh)
235

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
235

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

Country/area
Denmark

Consumption of electricity (MWh)
235

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
235

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

Country/area
Australia

Consumption of electricity (MWh)
11335

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
11335

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

Country/area
New Zealand

Consumption of electricity (MWh)
1765

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
1765

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

Country/area
Canada

Consumption of electricity (MWh)
1551

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
1551

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

C9. Additional metrics

C9.1

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

Description
Energy usage

Metric value
22325948

Metric numerator
Total MWhs (direct and indirect)

Metric denominator (intensity metric only)

% change from previous year
13

Direction of change
Increased

Please explain
In 2021, our energy usage increased by 13% compared to the previous year due to rebound in global travel demand which nearly reached pre-pandemic levels. The rebound in global travel demand represented a 72% increase in our annual revenue compared to 2020.

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
ERM CVS - Assurance Statement for Avis Budget Group 2021.pdf

Page/ section reference
All

Relevant standard
ISAE3000

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
ERM CVS - Assurance Statement for Avis Budget Group 2021.pdf

Page/ section reference
All

Relevant standard
ISAE3000

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: 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
ERM CVS - Assurance Statement for Avis Budget Group 2021.pdf

Page/section reference
All

Relevant standard
ISAE3000

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 originated or purchased any project-based carbon credits within the reporting period?
Yes

C11.2a

(C11.2a) Provide details of the project-based carbon credits originated or purchased by your organization in the reporting period.

Credit origination or credit purchase
Credit purchase

Project type
Wind

Project identification
CO2 offset credits were issued by the Verified Carbon Standard. These verified carbon units originated at NextEra Energy Resources' Capricon Ridge IV Winds Farm and have been retired permanently. We provide corporate customers with the opportunity to make their car rental program 100% carbon neutral through the creation of carbon offset credits, which are generated from renewable energy and reforestation programs. We have an alliance with NextEra Energy Resources, the largest generator of wind and solar power in North America and a provider of carbon offset programs. Through NextEra, we offer corporate customers the option to invest in sustainable energy projects that offset or neutralize their emissions.

Verified to which standard
VCS (Verified Carbon Standard)

Number of credits (metric tonnes CO2e)
23000

Number of credits (metric tonnes CO2e): Risk adjusted volume
0

Credits cancelled
Yes

Purpose, e.g. compliance
Voluntary Offsetting

C11.3

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

C12. Engagement

C12.1

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

C12.1a

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

Type of engagement

Other, please specify (Onboarding and compliance)

Details of engagement

% of suppliers by number

100

% total procurement spend (direct and indirect)

100

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

0

Rationale for the coverage of your engagement

The reported supplier coverage is based on (1) our Third Party Standards of Conduct and (2) our environmental initiatives (notably the "greening" of our fleet). We aim to partner with suppliers that share our commitment to protecting the environment and are able to support Avis Budget Group's environmental goals and strategies by providing products and services with environmental attributes that lower our impact across our value chain. Most notably the introduction of electric and hybrid vehicles. Through our Third Party Standards of Conduct, we set forth our expectations for suppliers to reduce and minimize the environmental impact of all of their operations in the short-term, and also plan for long-term sustainability. We engage with our car manufacturers to ensure our brands offer a variety of options. This includes electric and hybrid vehicles rated "green" by the United States Environmental Protection Agency (EPA) under the EPA SmartWay certification. Additionally, across Europe, we aim to maintain compliance with the current Euro 6 emission standards (Euro 6, Euro 6c and Euro 6d-TEMP).

Impact of engagement, including measures of success

Specific to each country of operation, we identify metrics to measure our success to "green" our fleet and reduce our environmental impact. For example, we track the total number of miles driven by our electric vehicles globally. In 2021, electric vehicle miles totalled an estimate of 5,000,000 miles and represented a reduction of around 2% to 3% of our annual global greenhouse gas emissions. Also, in the United States (which is our largest market), we track the percentage of U.S. EPA SmartWay or SmartWay Elite Certified vehicles. In the United States, 42% have received this certification. Across Europe and Asia Pacific, we offer customers a fuel-efficient, low-emission or electric model every time they rent a car. For example, 68% of fleet vehicles in Scandinavia are hybrid or electric Additionally, across Europe our fleet complies 100% with the current Euro 6 emission standards (Euro 6, Euro 6c and Euro 6d-TEMP).

Comment

We also engage with our car manufacturers to support our commitment to have a fully connected fleet, which is expected to reduce emissions through enhanced fleet maintenance and optimization. Currently, we have around 265,000 fully connected vehicles globally which have help us enhance our vehicle maintenance operations and also our travelers' experiences.

C12.1b

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

Type of engagement & Details of engagement

Collaboration & innovation	Run a campaign to encourage innovation to reduce climate change impacts

% of customers by number

100

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

0

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

Coverage is based on providing Avis and Budget customers (both rental and corporate) with the options to (1) rent fuel efficient vehicles and (2) purchase carbon offsets. Coverage also includes our Zipcar business, which is now the world's leading car-sharing network. In addition to taking thousands of cars off the road and reducing congestion, car sharing members report notable reductions in their own driving behavior after joining. In addition to offering "green" vehicles (including hybrid vehicles) for customers, we provide customers with the opportunity to make their car rental program 100% carbon neutral through the creation of carbon offset credits, which are generated from renewable energy and reforestation programs. For Avis Budget Group's corporate customers, we partner to calculate and reduce their Scope 3 emissions form business travel. Our emissions calculator is used to determine a benchmark and track emissions reductions over time. Additionally, we continue to pilot electric vehicle rentals in select markets within the United States and Europe. We are also partnering with Uber to help Uber drivers transition to zero-emissions vehicles. Starting in Los Angeles – with plans to expand across the U.S. in 2021 – the partnership will allow drivers to use zero-emissions cars through a new, affordable Avis EV rental program.

Impact of engagement, including measures of success

Metrics that we use to measure our success and impacts to reduce global greenhouse gas emissions include (1) avoided emissions through carbon offset programs and (2) reductions in our corporate customers' Scope 3 business travel emissions that we are able to partner with them to achieve (using our emission calculator). For example, in 2021, we have pruchased 23,000 metric tons of carbon-offset credits through our partnership with NextEra Energy Resources

C12.1d

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

Partnerships are central to Avis Budget Group's climate strategy. For example, Avis Budget Group has an alliance with NextEra Energy Resources, the largest generator of wind and solar power in North America and other providers. Through this provider, corporate customers can invest in sustainable energy projects that offset, or neutralize, their emissions.

We also maintain active partnerships with innovators in the broader sustainable mobility landscape. For example, we have entered into partnerships with Waymo, Uber, Via and Otomono to leverage our fleet and data capabilities to advance ride sharing. We have also partnered with Kansas City to provide customers easy access to parking and traffic information through the Avis app, demonstrating our ability to collaborate with municipalities around the globe as they move forward with their smart city initiatives to reduce congestion.

Further information on our sustainability mobility partnerships is as follows:

WAYMO: Since 2017, we have partnered with Waymo to offer fleet support and maintenance services for their self-driving car program. This partnership is allowing us to accelerate our knowledge and hands-on experience as new mobility services become available in the marketplace. It's believed that fully autonomous vehicles have the potential to highly reduce congestion and greenhouse gas emissions.

UBER: We continued our partnership with Uber to add thousands of vehicles to their drive programs in cities across North America. In 2020, we expanded our partnership with Uber to add thousands of vehicles to their drive programs in cities across North America. Through these partnerships, and digital integrations enabled by our fleet management platform's APIs, ride-hail drivers are able to seamlessly and quickly reserve an Avis rental vehicle in select cities from third-party ride-hail apps.

Uber and Avis are also partnering to help Uber drivers transition to zero-emissions vehicles. Starting in Los Angeles – with plans to expand across the U.S. in 2021 – the partnership will allow drivers to use zero-emissions cars through a new, affordable Avis EV rental program.

VIA: We also increased our partnership with Via, leading the way with public-private transit. Independent contractor drivers rent our vehicles for use on the Via platform. New Avis-Via locations primarily service micro-transit initiatives- first mile/last mile solutions, paratransit, corporate campus transit among other transport solutions. In 2020, we added 15+ market locations through our partnership with Via – the global leader in public-private micro-transit. In the U.K. and the U.S., both municipal and independent contract drivers rent our vehicles for use through the Via platform in order to service transit "deserts" and meet other transportation needs of the cities and agencies who contract directly with Via. Via's use cases enabled by our connected fleet include new micro-transit initiatives for first mile/last mile solutions, paratransit customers and corporate campus transit riders.

KANSAS CITY MOBILITY LAB: Launched in 2017, our Mobility Lab in the greater Kansas City, Missouri area has served us as a test bed for fully connected vehicles and operations and how we collaborate with smart city initiatives. Data is a key driver of the new global digital economy, and our connected fleet data positions us to partner with more cities around the globe to power today's and tomorrow's mobility initiatives.

OTONOMO: Our partnership with the Otonomo Automotive Data Services Platform is helping us gain new and actionable insights from our connected cars, which span a diverse range of makes, models and telematics technologies. By reshaping this disparate connected car data for new users, we are gaining insights to streamline operations, reduce costs and improve customer satisfaction. The Otonomo Platform also provides Avis Budget Group with new opportunities for collaboration with cities and other partners that benefit our customers and the general public.

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

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

Yes, we engage indirectly through trade associations

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

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 engagement activities are consistent with your overall climate change strategy

Our processes to ensure that indirect activities are consistent with our overall climate change strategy are as follows: (1) Prior to entering into new affiliations or expanding the scope of current affiliations, an organization's policy positions are among the several factors that we would consider. (2) Through membership and participation, we would be able to monitor whether their activities are consistent with our climate and energy strategy. (3) Additionally, we utilize our annual disclosures to the CDP Climate Change program as an opportunity to further review and assess whether the public policy positions of trade associations for which Avis Budget Group has an affiliation are consistent with our own climate change strategy.

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 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 (American Car Rental Association (ACRA))

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

Has your organization influenced, or is your organization attempting to influence their position?
We have already influenced them to change their position

State the trade association's position on climate change, explain where your organization's position differs, and how you are attempting to influence their position (if applicable)
The mission of the American Car Rental Association (ACRA) is dedicated to the "betterment of the industry by supporting and promoting sensible legislation that will benefit all its members". ACRA activities include (1) publishing legislative reports and analysis of developments in federal, state, and local laws that affect the vehicle rental industry; and (2) producing presentations from governmental officials, industry analysts and consumer advocates on matters of interest to the vehicle rental industry and its consumers. Climate change adaptation and mitigation is not currently a central regulatory and legislative priority for the ACRA.

Funding figure your organization provided to this trade association in the reporting year, if applicable (currency as selected in C0.4) (optional)
30000

Describe the aim of your organization's funding
Our Vice President of Government Affairs serves on the Board of Directors for ACRA and provides advisory and direction in his capacity as a Board member. Our Vice President of Government Affairs also chairs the Nominating, Bylaws and Security Committees and serves on the Legal and Legislative and PAC Committee. Additionally, our Vice President of Government Affairs Serves as the industry liaison through ACRA to the Department of Homeland Security (DHS) as an Executive Board Member of the Critical Infrastructure Coordinating Council. (This Council is a public-private partnership designed to act as a conduit of information between the Government and private industry to assist in times of crisis and address emerging issues.)

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

Trade association
Other, please specify (Truck Renting and Leasing Association (TRALA))

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

Has your organization influenced, or is your organization attempting to influence their position?
We have already influenced them to change their position

State the trade association's position on climate change, explain where your organization's position differs, and how you are attempting to influence their position (if applicable)
The mission of the Truck Renting and Leasing Association (TRALA) is to foster a positive legislative and regulatory climate within which companies engaged in leasing and renting trucks and trailers, as well as related businesses, can compete without discrimination in the United States. TRALA's government relationship program is designed to support its mission. Climate change adaptation and mitigation is not currently a central regulatory and legislative priority for TRALA. However, TRALA does engage to support compliance with associated laws and regulations. For example, TRALA has worked with the Canada Revenue Agency to seek guidance on how renting and leasing companies should comply with its new carbon tax.

Funding figure your organization provided to this trade association in the reporting year, if applicable (currency as selected in C0.4) (optional)
33100

Describe the aim of your organization's funding
Our Vice President, Government Affairs serves on the Board of Directors for TRALA and provides advisory and direction in his capacity as a Board member. Our Vice President of Government Affairs also serves on Government Affairs and Security Committees

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 mainstream reports

Status
Complete

Attach the document
2022 ABG Annual.pdf

Page/Section reference
Pages 15-17 ("Environmental, Social, and Governance (ESG)") of our and pages 26-57 ("Risk Factors") of our 2021 10-K Filing.

Content elements
Strategy
Risks & opportunities

Comment
Climate change is listed as a specific risk factor in our 10-K filing. We also disclose our strategy on monitoring, measuring and managing our environmental impact and our carbon offset program.

Publication
In mainstream reports

Status
Complete

Attach the document
ABG proxy statement 2022.pdf

Page/Section reference
Page 15 ("Oversight of Environmental, Social and Governance ("ESG") Matters")

Content elements
Governance

Comment
Oversight of ESG issues, including climate change in included in our 2022 Proxy Statement.

Publication
In voluntary sustainability report

Status
Complete

Attach the document
ABGESG2021Report (1).pdf

Page/Section reference
Pages 8-16 ("Roadmap to 2030"); Pages 15-18 ("Environment"); Pages 17-29; Pages 45-46 ("Environmental, Social and Governance (ESG) Oversight"); Pages 50-58 ("GRI Index"); Pages 59-63; Pages 66-71 ("TCFD Report")

Content elements
Governance
Strategy
Risks & opportunities
Emissions figures
Emission targets
Other metrics

Comment
In 2021, we published our comprehensive ESG Report, utilizing the GRI standards, SASB disclosures and TCFD framework.

Publication
In voluntary communications

Status
Complete

Attach the document
ABG-Environmental-Policy-2019.pdf

Page/Section reference
All

Content elements
Governance
Strategy
Risks & opportunities

Comment
Our Environmental Policy has content on greenhouse gas emissions in addition to climate risks and opportunities.

Publication
In voluntary communications

Status
Complete

Attach the document
ABG Corporate_Governance_Committee_Charter.pdf

Page/Section reference
3 ("Environmental, Social and Governance (ESG) Matters")

Content elements
Governance

Comment
Our Corporate Governance Committee Charter outlines the governance of ESG issues (inclusive of climate-change), including Board oversight.

C15. Biodiversity

C15.1

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

	Board-level oversight and/or executive management-level responsibility for biodiversity-related issues	Description of oversight and objectives relating to biodiversity	Scope of board-level oversight
Row 1	Yes, both board-level oversight and executive management-level responsibility	The highest level of responsibility within Avis Budget Group Corporation for the management of ESG-related issues is held by the Corporate Governance Committee of our Board of Directors. The Corporate Governance Committee's responsibilities include (1) reviewing and discussing emerging best practices, trends and key issues related to ESG matters and (2) overseeing the Company's strategy and governance of ESG matters and to advise the Board on such matters. The Corporate Governance Committee also oversees the Company's risks and disclosure related to ESG and annual ESG reporting, which includes climate-related risks. In addition, the Corporate Governance Committee conducts periodic reviews of the Company's programs, policies and procedures in the area of ESG. This includes, among other things, directing senior management to report to the Corporate Governance Committee, on a periodic basis, assessments and progress against both longer- and shorter-term key objectives, metrics and program enhancements set by senior management and reviewed by the Committee.	<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 impact of its value chain on biodiversity?

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

C15.4

(C15.4) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

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

C15.5

(C15.5) Does your organization use biodiversity indicators to monitor performance across its activities?

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

C15.6

(C15.6) Have you published information about your organization's response to biodiversity-related issues for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Report type	Content elements	Attach the document and indicate where in the document the relevant biodiversity information is located
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	Director, Global ESG	Environment/Sustainability manager

SC. Supply chain module

SC0.0

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

SC0.1

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

	Annual Revenue
Row 1	

SC1.1

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

Requesting member
Deloitte Touche Tohmatsu Limited

Scope of emissions
Scope 3

Allocation level
Business unit (subsidiary company)

Allocation level detail

Emissions in metric tonnes of CO2e

Uncertainty (±%)

Major sources of emissions

Verified
Please select

Allocation method
Allocation based on the number of units purchased

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

Unit for market value or quantity of goods/services supplied
Other, please specify

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

SC1.2

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

SC1.3

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

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

SC1.4

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

Please select

SC2.1

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

SC2.2

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

SC4.1

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

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