

The Group's carbon footprint

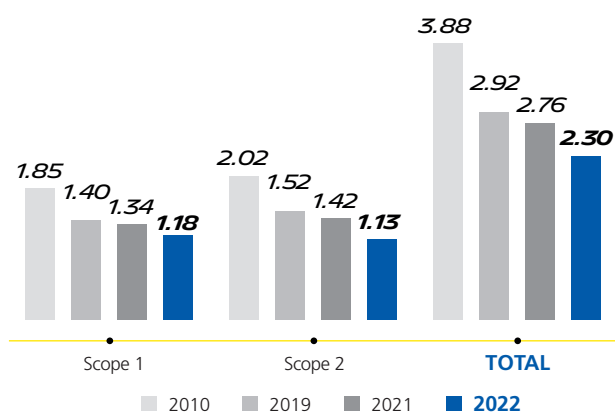
Michelin regularly updates its inventory of CO₂ emissions from its activities in accordance with the Greenhouse Gas Protocol⁽¹⁾.

INVENTORY OF SCOPE 1, 2 AND 3 CO₂ EMISSIONS

Scope	Inventory (millions of tonnes of CO ₂)	Year	Group sources covered by the inventory	Comments
SCOPE 1	1.18 ⁽²⁾	2022	CO ₂ emissions from the boiler houses at production and R&D sites	Michelin controls the assets at which energy is used, thus generating CO ₂ emissions. The change in emissions volumes in 2022 compared with the 2010 baseline is presented below (see <i>Scope 1 and Scope 2 CO₂ Emissions</i>).
SCOPE 2	1.13 ⁽²⁾	2022	CO ₂ emissions from generating the electricity and steam used by the production and R&D sites	GRI 305-1: Direct (Scope 1) GHG emissions GRI 305-2: Direct (Scope 2) GHG emissions
SCOPE 3 REQUIRED	16	2022	CO ₂ emissions from the relevant activity categories corresponding to the Group's value chain (see Breakdown of Scope 3 CO ₂ emissions by category)	Michelin's ability to influence activities in the value chain varies by category. The tonnage is an estimate, with the margin of uncertainty ranging from ±10% to ±30%, depending on the category. As a result, it is not yet possible to present reliable data on how these estimated emissions evolve over time. GRI 305-3: Other indirect (Scope 3) GHG emissions.
SCOPE 3 OPTIONAL	~ 130	2022	Indirect CO ₂ emissions from sold tires in use	Thanks to its research and development expertise, Michelin has a significant impact on vehicular CO ₂ emissions through the energy efficiency of its tires ⁽³⁾ . Inventoried tires include all passenger car, light truck, heavy truck and bus tires intended for on-road use, but not two-wheel tires, which account for less than 1% of emissions. The reported figure's estimated ±30% margin of uncertainty reflects the assumptions concerning the number of vehicles fitted with tires sold worldwide by the Group, whether the vehicles have internal combustion or electric powertrains, the distance traveled over the reporting year, the lifespan of the sold tires and the energy mix in the countries where the vehicles are used.

CHANGE IN SCOPE 1 AND SCOPE 2 CO₂ EMISSIONS⁽¹⁾ (MARKET-BASED)

(millions of tonnes of CO₂)



Note: Because 2020 was not representative of a normal operating environment and cannot be used as a base year for measuring progress, the baseline figures are from 2010 and 2019.

(1) Scope 2 emissions for 2010 were recalculated following a change in method in 2015 on differentiated emission factors for purchased steam.

(1) See Methodology/The Group's carbon footprint.

(2) See section 4.1.1.4 b) Reducing the environmental footprint of the production plants/Summary table of environmental data – Group.

(3) See section 4.1.1.1 b) Transition plan: company strategy/Opportunities and risks/Designing ultra-energy efficient products.