Welcome to your CDP Climate Change Questionnaire 2023

C0. Introduction

C0.1

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

Textron Inc. is a multi-industry company that leverages its global network of aviation, defense, industrial and finance businesses to provide customers with innovative solutions and services. Textron is known around the world for its powerful brands such as Bell, Cessna, Beechcraft, Pipistrel, Jacobsen, Kautex, Lycoming, E-Z-GO, Arctic Cat and Textron Systems. What began as a small New England business 100 years ago in 1923 has grown into today's $12.9 billion company with 34,000 employees. We serve customers in a variety of industries including aerospace and defense, specialized vehicles, turf care and automotive systems. Throughout our history, Textron's businesses have been a source of ground-breaking technologies and industry-firsts. Major steps in the evolution of aircraft, rotorcraft, armored vehicles, electrical vehicles and automotive systems have emerged from our product development pipelines.

During 2022, we conducted our business through six operating segments: Textron Aviation, Bell, Textron Systems, Industrial, Textron eAviation and Finance.

· **Textron Aviation** is home to the Beechcraft and Cessna aircraft brands and a leader in general aviation. Textron Aviation manufactures, sells and services business jets, turboprop and military trainer and defense aircraft and piston engine aircraft.

· **Bell** is one of the leading suppliers of military and commercial helicopters, tiltrotor aircraft and related parts and services in the world.

· **Textron Systems'** product lines consist of unmanned aircraft systems, electronic systems and solutions, advanced marine craft, armored and specialty vehicles and other defense, aerospace and general aviation mission support products and services.

· Our **Industrial** segment offers two main product lines: fuel systems and functional components produced by Kautex and specialized vehicles manufactured by the Textron Specialized Vehicles businesses.

· **Textron eAviation** includes Pipistrel, a manufacturer of electrically powered aircraft, along with other research and development initiatives related to sustainable aircraft solutions.

· The **Finance** segment provides financing primarily to purchasers of new and pre-owned Textron Aviation aircraft and Bell helicopters.

The day-to-day operations of our businesses are conducted through various subsidiaries and operating divisions (sometimes referred to as "business units") while oversight, direction and assistance are provided by Textron's Corporate Office consistent with sound governance practices.

Textron is headquartered in Providence, Rhode Island, U.S.A. and is ranked 318th on the FORTUNE 500 list of largest U.S. companies.

C0.2

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

Reporting year

Start date

January 1, 2022

End date

December 31, 2022

Indicate if you are providing emissions data for past reporting years

Yes

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

3 years

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

3 years

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

3 years

C0.3

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

Australia
Belgium
Brazil
Canada
China
Czechia

France
Germany
India
Italy
Japan
Mexico
Romania
Singapore
Slovenia
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

C-TO0.7/C-TS0.7

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

Light Duty Vehicles (LDV)
Aviation

C0.8

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

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

C1. Governance

C1.1

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

Yes

C1.1a

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

Position of individual or committee	Responsibilities for climate-related issues
Board-level committee	Textron Board of Directors Nominating and Corporate Governance Committee - As stated in its charter, the Board of Directors (BOD) Nominating and Corporate Governance Committee assists the full BOD in fulfilling its oversight responsibilities relating to the Company's policies and practices regarding environmental, social and governance (ESG) matters (including climate change) that are significant to the Company. ESG matters, including climate-related issues, are included as an agenda item at all Nominating and Corporate Governance Committee meetings. In 2021, the Nominating and Corporate Governance Committee recommended to the Textron BOD that the company disclose data consistent with the Task Force on Climate-related Financial Disclosures (TCFD) and the Sustainable Accounting Standards Board (SASB) frameworks beginning in 2022. Textron's full BOD subsequently approved the recommendation of the Nominating and Corporate Governance Committee to disclose data consistent with the TCFD and SASB frameworks in 2022.
Board-level committee	Textron Board of Directors Audit Committee - Textron's Audit Committee is responsible for oversight of management's evaluation of the company's major risks, including those physical and transitional risks related to climate change, in the period between the full Board's risk oversight reviews. Climate-related risks generally are first communicated to the Audit Committee of the BOD through Textron's Enterprise Risk Management (ERM) process. This process specifies that designated leaders at Textron's businesses provide quarterly updates on potential operational and strategic risks, including climate-related physical and transitional risks, to a corporate Enterprise Risk Management Review Team which reports to the Executive Vice President and Chief Financial Officer who in turn provides the information to the Audit Committee for review and discussion on a quarterly basis. Management reviews key risks with the full BOD at an annual dedicated risk management session and as part of the BOD's annual review of the Company's strategy.

Chief Executive Officer (CEO)	Textron's CEO has management responsibility for all company matters, including climate related issues. In 2020, Textron's CEO approved a new set of sustainability goals that seek to improve the use of resources at our facilities and reduce greenhouse gas emissions by 20% over the measurement period which runs through 2025. In addition to resource improvement goals, Textron has also set a 5-year goal centered around facility resiliency to improve our ability to respond to and mitigate risks to our facilities from natural disasters including those related to climate change. Textron's CEO also serves as Board Chair.

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	Please explain
Scheduled – all meetings	Reviewing and guiding strategy Monitoring progress towards corporate targets Reviewing and guiding the risk management process	As stated in its charter, Textron's Board of Director's Nominating and Corporate Governance Committee has oversight responsibilities relating to the Company's policies and practices regarding environmental, social and governance matters (including climate change) that are significant to the Company. Climate-related issues are included as an agenda item at all Nominating and Corporate Governance Committee meetings. EHS policies and strategies are guided by the Environment, Health and Safety Council (EHSC) comprised of the EHS Leaders from each Business Unit. This Council meets once a month and face to face twice a year to review Textron's EHS strategies and performance. Sustainability strategy and goals are reviewed by the EVP & General Counsel and approved by the CEO. The EVP & General Counsel reviews these matters periodically with the Board and its Nominating and Corporate Governance Committee. In 2020, the CEO approved a new set of sustainability goals that seek to improve the use of resources at our facilities and reduce our greenhouse gas emissions by 20% over the measurement period which runs through 2025. In addition to resource improvement goals, Textron has also set a 5-year goal centered around facility resiliency to improve our ability to respond to and mitigate risks to our facilities from natural disasters.

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
Row 1	Yes	A member of Textron's BOD (this BOD member is also a part of the BOD Nominating and Corporate Governance Committee) serves as the Massachusetts Institute of Technology (MIT) Vice President of Research and leads MIT's Climate Action Plan.

C1.2

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

Position or committee

Chief Executive Officer (CEO)

Climate-related responsibilities of this position

Managing climate-related risks and opportunities

Coverage of responsibilities

Reporting line

Reports to the board directly

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

Quarterly

Please explain

Textron's CEO has management responsibility for all company matters, including climate related risks and opportunities. The CEO has ultimate management responsibility for addressing climate related physical and transition risks as well as strategic planning and implementation of climate related transition opportunities, such as the electrification of product lines at Textron Specialized Vehicles and the development of sustainable aviation solutions through Textron's new Textron eAviation segment.

Position or committee

Chief Financial Officer (CFO)

Climate-related responsibilities of this position

Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities

Reporting line

CEO reporting line

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

Quarterly

Please explain

Textron's Executive Vice President and CFO receives quarterly updates on potential operational and strategic risks which include sustainability and climate-related risks from the Corporate Enterprise Risk Management (ERM) Review Team that receive information from designated ERM coordinators at each of Textron businesses. Textron's CFO provides this information to the BOD Audit Committee for review and discussion on a quarterly basis.

Business Opportunities associated with climate change are assessed within our Strategy and Business Development function which reports up to the CFO.

The CFO has management responsibility for addressing climate related physical and transition risks as well as strategic planning and implementation of climate related transition opportunities. The CFO oversees the Enterprise Risk Management program, including climate change related risks as described above. In addition.
Textron's Vice President of Mergers & Acquisitions and Strategy at the Corporate level reports directly to the CFO. Strategy leaders from each of Textron's businesses comprise the Strategy Council which is chaired by Textron's Vice-President of Mergers & Acquisitions and Strategy.

Position or committee

Other C-Suite Officer, please specify
Executive Vice President and General Counsel

Climate-related responsibilities of this position

Monitoring progress against climate-related corporate targets
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities

Reporting line

CEO reporting line

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

Quarterly

Please explain

The substantial responsibility for addressing climate change issues resides with the Textron EHS Council (EHSC). Each business unit is represented on this Council by the EHS leader within that respective business. The EHSC also includes subject matter experts from Textron's corporate EHS and legal staff. The Council is led by the Executive Director of EHS for Textron, who reports to the Executive Vice President and General Counsel for Textron who in turn reports directly to the CEO who is Chairman of the Board.

Climate-related issues surfaced by the EHSC are reviewed by the Executive Director of EHS for Textron on a monthly basis with the EVP/General Counsel, who in turn informs the other members of the leadership team and Board of Directors as appropriate.

Position or committee

Safety, Health, Environment and Quality committee

Climate-related responsibilities of this position

Setting climate-related corporate targets
Monitoring progress against climate-related corporate targets
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities

Reporting line

Other, please specify

Executive Vice President and General Counsel Reporting Line

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

Quarterly

Please explain

The substantial responsibility for addressing climate change issues resides with the Textron EHS Council (EHSC); note that the Safety, Health, Environment and Quality committee listed above in the CDP question C1.2 dropdown menu options is the same functional body as Textron's EHSC. Each business unit is represented on this Council by the EHS leader within that respective business. The EHSC also includes subject matter experts from Textron's corporate EHS and legal staff. The Council is led by the Executive Director of EHS for Textron, who reports to the EVP/General Counsel for Textron. Because a number of the factors associated with climate-related issues heavily overlap areas that members of the EHSC are intimately familiar with given their area of

expertise (Greenhouse Gas emissions, energy consumption, waste generation, water consumption, loss prevention, etc.), climate-related issues are monitored and discussed regularly among EHSC members. Climate-related issues surfaced by the EHSC are reviewed by the Executive Director of EHS for Textron on a monthly basis with the EVP/General Counsel

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	Textron incentivizes employees to achieve strategic goals that are identified to be critical to the overall success of the company. Goals centered around the identification and management of climate related issues fall into this category for select individuals within the company that are directly involved with this area of expertise. In addition, Textron employees eligible for the Company's incentive compensation programs are compensated, in part, based upon business performance which includes, as applicable, the success of strategic business initiatives directed at climate-change related transition opportunities, such as the electrification of product lines at Textron Specialized Vehicles and the development of sustainable aviation solutions through Textron's new Textron eAviation segment, among others.

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

Other, please specify

Employees eligible for incentive compensation programs throughout the enterprise, to the extent business performance includes success of strategic business initiatives directed at climate-change transition opportunities

Type of incentive

Monetary reward

Incentive(s)

Bonus - % of salary

Shares

Performance indicator(s)

Reduction in emissions intensity
Energy efficiency improvement
Other (please specify)
Achievement of financial performance targets

Incentive plan(s) this incentive is linked to

Both Short-Term and Long-Term Incentive Plan

Further details of incentive(s)

Achieving energy, waste and greenhouse gas program milestones (i.e., annual reduction targets) is part of overall performance award.

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

Including strategic business initiatives directed at climate-change transition opportunities in business planning and strategy will result in these initiatives impacting business performance and, therefore, success in climate transition plans will result in greater incentive compensation for related employees.

Entitled to incentive

Business unit manager

Type of incentive

Monetary reward

Incentive(s)

Shares

Performance indicator(s)

Reduction in emissions intensity
Energy efficiency improvement

Incentive plan(s) this incentive is linked to

Both Short-Term and Long-Term Incentive Plan

Further details of incentive(s)

Achieving energy, waste and greenhouse gas program milestones (i.e., annual reduction targets) is part of overall performance award.

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

Incentivizing employees to achieve improvements in energy efficiency and resource conservation will drive performance across Textron businesses to meet customer, shareholder and stakeholder expectations.

C2. Risks and opportunities

C2.1

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

Yes

C2.1a

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

	From (years)	To (years)	Comment
Short-term	0	5	Business disruptions associated with increasing extreme weather events around the world presents short-term risks. Certain Textron businesses have seen increased demand for products supporting a lower carbon environment in the short-term.
Medium-term	5	15	Medium term risks may include reputational risk related to the contributions by the commercial aviation and automobile sectors contribution to global greenhouse gas emissions. Medium term risks also include new or more restrictive laws and regulations on greenhouse gas emissions due to increased public awareness and concern regarding global climate change. Example of opportunities include our ability to gain market share by investing in R&D focused on development of lower carbon emitting products, such as the electrification of our Textron Specialized Vehicles product lines, as well as increased fuel efficiency of certain products and compatiability with alternative fuels, all which are medium term strategies to meet market demands for lower carbon emitting products.
Long-term	15	50	Long-term risk include supply chain and business continuity disruption do to changing weather patterns and sea level rise. We also consider risks related to transitioning our aircraft products to a lower carbon environment long term. Opportunities include increased market demand for products which support a lower carbon environment. An example of a long-term climate-related opportunity is our April 2022 acquisition of Pipistrel, maker of the Velis Electro, the world's first, and currently only, electric aircraft to receive full type-certification from the European Union Aviation Safety Agency (EASA) and has received UK Civil Aviation Authority (UK CAA) type certification. Pipistrel is now part of Textron's newly formed business segment, Textron eAviation, which includes other research and development initiatives focused on sustainable aviation solutions. Textron eAviation will pursue Textron's

			long-term strategy to offer a family of sustainable aircraft for urban air mobility, general aviation, cargo and special mission roles.

C2.1b

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

Substantive financial, operational or strategic impact on our business is defined within Textron's Enterprise Risk Management (ERM) process. More specifically, substantive financial or strategic impact is evaluated at both the enterprise and business unit levels based on internally assessed dollar amounts for impact to Net Operating Profit (NOP) and Discounted Cash Flow (DCF). These internally assessed values for NOP and DCF are net of potential mitigation activities (i.e. insurance) and vary based on size of the respective business unit.

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

Textron manages climate-related risks as part of our Enterprise Risk Management (ERM) process. The ERM process is designed to proactively identify, assess and mitigate business unit and enterprise risks to acceptable levels to protect company performance and shareholder value. Designated ERM Risk Coordinators at each of Textron's businesses provide quarterly updates on potential operational and strategic risks, which include climate-related risks, to a corporate Enterprise Risk Management Review Team which reports to the Executive Vice President and Chief Financial Officer who in turn provides the information to the BOD Audit Committee for review and discussion on a quarterly basis.

In addition to the ERM process, risks are continually identified, assessed and responded

to at the business level as part of standard business activities. These would include risks and opportunities related to climate change.

Risks, including transitional risks, associated with climate change have been identified through the process described above and included within our annual 10-K and quarterly 10-Q filings with the U.S. Securities and Exchange Commission. As stated in our 2022 Annual Report dated February 16, 2023:

"Increased regulation and stakeholder expectations related to global climate change could negatively affect our operating results.

Increased worldwide public awareness and concern regarding global climate change has resulted and is likely to continue to result in more legislative and regulatory efforts to address the negative impacts of climate change. Such laws and regulations are likely to include more prescriptive reporting on environmental metrics, climate change related risks and associated financial impacts, as well as increased oversight of and reporting on our supply chain and other compliance requirements. Stricter limits on greenhouse gas emissions generated by our facilities or by our products that produce carbon emissions could also be imposed. In the medium-term, we expect that compliance with such laws and regulations will require additional internal resources and may necessitate larger investment in product development and manufacturing equipment and/or facilities, as well as sourcing from new suppliers and/or higher costs from existing suppliers, all of which would increase our direct and indirect costs and negatively impact our business, results of operations, financial condition and competitive position."

Textron GSE announced a collaboration with GM and Powertrain Control Solutions (PCS) to electrify its diverse product line. This integrated driveline, specifically designed for Textron GSE products, utilizes GM’s lithium-ion battery systems. This is enabling Textron GSE to broaden its electric product offering across its TUG, Premier, Douglas and Safeaero brands, including the launch of the new TUG Endurance baggage/cargo tractor available with a lithium-ion electric powertrain.

Business Opportunities associated with climate change are assessed within our Strategy and Business Development function. This function, which is led by Textron's Vice President of Mergers & Acquisitions and Strategy at the Corporate level continually assesses opportunities for business growth. Strategy leaders from each of Textron's businesses comprise the Strategy Council which is chaired by Textron's Vice-President of Mergers & Acquisitions and Strategy.

An example of how a climate-related risk and opportunity was identified, assessed and responded to is how our Kautex business has adapted product lines to support the growing hybrid electric and fully electric automobile market as customers move away from traditional gasoline and diesel-powered vehicles. Kautex traditionally manufactured plastic fuel tanks for automotive OEMs for gasoline and diesel-powered vehicles. The continued focus on carbon-dioxide (CO2) reduction is driving many automotive OEMs to look at the electrification of vehicles in response to customer demand. In response, Kautex developed a plastic tank solution that met requirements

for higher internal pressures in hybrid electric vehicles. Kautex also is developing a plastic battery casing for fully electric vehicles that is lighter than traditional metal cases, and is designed to increase the range of the vehicles and reduce carbon emissions.

Another example of how a climate-related risk and opportunity was identified, assessed and responded to is our April 2022 acquisition of Pipistrel, maker of the Velis Electro, the world's first, and currently only, electric aircraft to receive full type-certification from the European Union Aviation Safety Agency (EASA) and has received UK Civil Aviation Authority (UK CAA) type certification. Pipistrel is now part of Textron's newly formed business segment, Textron eAviation, which will pursue Textron's long-term strategy to offer a family of sustainable aircraft for urban air mobility, general aviation, cargo and special mission roles.

Our loss prevention programs continually assess the resiliency of our operations to withstand climate-related physical risks. For example, we assess the vulnerabilities of our physical locations relative to severe weather events. Natural disasters, including hurricanes, fires, tornadoes, floods and other forms of severe weather, the intensity and frequency of which are being exacerbated by climate change, have in the past and could in the future disrupt our operations and adversely affect our businesses in the long term. Any of these events could result in physical damage to and/or complete or partial closure of one or more of our facilities, temporary or long-term disruption of our operations or the operations of our suppliers by causing business interruptions or by impacting the availability and cost of materials needed for manufacturing or otherwise impacting our ability to deliver products and services to our customers. We look to mitigate the potential impacts of acute physical impacts through insurance products and engineering support from outside loss prevention specialists.

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 continually assess compliance with environmental laws and regulations. Textron businesses are subject to laws and regulations in the U.S. and other countries in which we operate. This is further addressed in Textron's Business Conduct Guidelines and is clearly stated as follows: "We are committed to being an environmentally responsible company and to providing a safe and healthful workplace for our employees. We will comply with all applicable environmental, health and safety (EHS) laws are regulations in every country in which Textron does business as well as all Textron EHS policies and standards." Only in a few isolated cases are our operations currently subject to

		climate related laws such as in the EU and in no cases are the impacts material. For example, as a subsidiary with multiple plants and its headquarter in Germany, Textron's Kautex business is subject to many regulatory requirements relating to climate change, including the German emission trading system (ETS). Although Kautex is not obliged to purchase emission rights for the greenhouse gas emissions as Kautex has no ownership of the facility and therefore is not charged as a direct emitter for the cost of pollution, the carbon related costs are attributed indirectly to Kautex' German plants as a consumer of fossil fuel for heat generation. Kautex is impacted by the carbon price increase caused by the German ETS which are explicitly disclosed on the utility bill based on the German Brennstoffemissionshandelsgesetz (BEHG, engl.: German Fuel Emissions Trading Act).
Emerging regulation	Relevant, always included	We continually monitor emerging regulations and their impact on our operations and markets. For example, we monitor and participate in committees working on aircraft emissions regulations and other environmental impacts. In addition, both U.S. and international laws and regulations applicable to us have been increasing in scope and complexity. For example, both U.S. and foreign governments and government agencies regulate the aviation industry, and they have previously and may in the future impose new regulations for additional aircraft security or other requirements or restrictions, including, for example, restrictions and/or fees related to carbon emissions levels. Changes in environmental and climate change laws and regulations, including laws relating to greenhouse gas emissions, could lead to the necessity for new or additional investment in product designs or manufacturing processes and could increase environmental compliance expenditures, including costs to defend regulatory reviews.
Technology	Relevant, always included	The Textron business units continually evaluate their technologies relative to emerging trends in the marketplace. Those with climate-related market risks include more specific focus on lower emissions technologies. For example, our Kautex automotive business is working with partners to support transition away from combustion engines toward hybrid and battery electric technologies. Another example is Textron Aviation's commitment to renewable resources as demonstrated by its offering to customers taking delivery of new aircraft of the option to fuel their aircraft with Sustainable Aviation Fuel (SAF). SAF refers to non-conventional aviation fuel that results in a reduction of CO2 emissions when evaluated over its life cycle as compared to traditional aviation fuel. Textron Aviation customers that have their aircraft serviced at the Wichita, Kansas service center are also provided with the option of fueling aircraft with SAF. Furthermore, to build on this sustainable aviation initiative, Textron acquired Pipistrel in April 2022. Pipistrel’s Velis Electro is the world’s first, and currently only, electric

		aircraft to receive full type-certification from the European Union Aviation Safety Agency (EASA) and has received UK Civil Aviation Authority (UK CAA) type certification. As a Textron company, Pipistrel will have access to greater resources, technical and regulatory expertise and a global aircraft sales and support network, enabling it to accelerate its development and certification of electric and hybrid electric aircraft. Pipistrel is now part of Textron's newly created business segment, Textron eAviation, which includes research and development initiatives for sustainable aviation solutions and will pursue Textron's long-term strategy to offer a family of sustainable aircraft for urban air mobility, general aviation, cargo and special mission roles.
Legal	Relevant, sometimes included	Through our ERM process and various internal councils and working groups we continually monitor and assess impacts from a legal perspective. We have not identified any material impacts from climate-related litigation such as legal action for non-compliance with customers' changing climate-related requirements. However, as stated in our 2022 annual report, "We expect that compliance with such laws and regulations will require additional internal resources and may necessitate larger investment in product development and manufacturing equipment and/or facilities, as well as sourcing from new suppliers and/or higher costs from existing suppliers, all of which would increase our direct and indirect costs and negatively impact our business, results of operations, financial condition and competitive position." However, we continually monitor and assess impacts related to new or changing laws and regulations or related interpretation and policies.
Market	Relevant, sometimes included	We continually assess our traditional operating markets and do not anticipate any material impacts. We strive to stay ahead of market changes with robust investments in research and development at our businesses. An example of our response to market drivers related to climate change is Textron GSE's announcement in 2022 of a collaboration with GM and Powertrain Control Solutions (PCS) to electrify its diverse product line. This integrated driveline, specifically designed for Textron GSE products, utilizes GM's lithium-ion battery systems. This is enabling Textron GSE to broaden its electric product offering across its TUG, Premier, Douglas and Safeaero brands, including the launch of the new TUG Endurance baggage/cargo tractor available with a lithium-ion electric powertrain. Another example would be Textron Aviation providing the option beginning in September 2020 for customers taking delivery of new aircraft to have their aircraft fueled with Sustainable Aviation Fuel (SAF). Also beginning in September 2020, customers servicing their aircraft at Textron Aviation's Service Center in Wichita, Kansas have had the option to fuel their aircraft with SAF. The option for customers to fuel their aircraft at Textron Aviation's Service Center in Wichita, KS continued throughout 2022.

Reputation	Relevant, sometimes included	We continually assess our reputation and do not anticipate any material impacts related to climate-related impacts. At Textron Specialized Vehicles, our ELiTE lithium-ion battery vehicles have benefited from positive reputational effects amongst current and potential customers based on superior performance and energy efficiency metrics as compared to our competitors' products.
Acute physical	Relevant, always included	Our loss prevention programs continually assess the resiliency of our operations to withstand climate-related risks. For example, we assess the vulnerabilities of our physical locations relative to severe weather events. Natural disasters, including hurricanes, fires, tornadoes, floods and other forms of severe weather, the intensity and frequency of which are being exacerbated by climate change, have in the past and could in the future disrupt our operations and adversely affect our businesses. Any of these events could result in physical damage to and/or complete or partial closure of one or more of our facilities, temporary or long-term disruption of our operations or the operations of our suppliers by causing business interruptions or by impacting the availability and cost of materials needed for manufacturing or otherwise impacting our ability to deliver products and services to our customers. We look to mitigate the potential impacts of acute physical impacts through insurance products and engineering support from outside loss prevention specialists.
Chronic physical	Relevant, always included	Our loss prevention programs continually assess the resiliency of our operations to withstand climate-related risks. Chronic physical risks include changing weather patterns and rising sea levels which might impact our suppliers, facilities, and employees. We look to mitigate the potential impacts of chronic physical impacts through insurance products and engineering support from outside loss prevention specialists. As an example of our efforts around facility resiliency to the effects of Climate Change, in 2020 Textron set a 5-year goal centered around facility resiliency to improve our ability to respond to and mitigate risks to our facilities from natural disasters and the impacts of potential chronic physical risks due to climate change.

C2.3

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

Yes

C2.3a

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

Identifier

Risk 1

Where in the value chain does the risk driver occur?

Downstream

Risk type & Primary climate-related risk driver

Emerging regulation

Enhanced emissions-reporting obligations

Primary potential financial impact

Increased indirect (operating) costs

Company-specific description

Under this risk we assess the administrative impact of new emissions reporting obligations on our existing operations. This would include any new carbon schemes introduced in the EU or regulations in Asia as well as the proposed rule for climate change disclosure requirements that was introduced by the United States Securities and Exchange Commission in March 2022 or the proposed climate disclosure rule by the United States Federal Acquisition Regulation (FAR) council in November 2022. We monitor these risks though our participation in industry associations and within our own EHS and Legal organizations. Significant impacts would be captured in and escalated through our Enterprise Risk Management Process.

For example, both U.S. and foreign governments and government agencies regulate the aviation industry, and they have previously and may in the future impose new regulations for additional aircraft security or other requirements or restrictions, including, for example, restrictions and/or fees related to carbon emissions levels. Changes in environmental and climate change laws and regulations, including laws relating to greenhouse gas emissions, could lead to the necessity for new or additional investment in product designs or manufacturing processes and could increase environmental compliance expenditures, including costs to defend regulatory reviews.

While it is unlikely this scenario will have a material financial or strategic impact on Textron Inc. as a whole, it has the potential to have such an impact on the affected business unit.

Time horizon

Medium-term

Likelihood

About as likely as not

Magnitude of impact

Low

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

0

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

Explanation of financial impact figure

Based on past experience and current expectations we do not believe that any new regulations would have a significant financial impact for which we would be able to estimate an impact figure. Regardless of potential future regulations, the critical services and efficiencies created by the use of Textron products for the movement of goods and people in addition to humanitarian and defense related activities are expected to continue in the future.

Cost of response to risk

1,200,000

Description of response and explanation of cost calculation

The estimated cost of responses to this risk is based on approximately 0.1% of Textron's 2022 selling and administrative spending amount and this figure is being used to estimate the additional administrative costs that will be incurred to comply with emerging regulatory requirements tied to climate change legislation. This value shown above is not based on actual estimates.

Comment

In 2022, Textron spent $1.186 Billion USD on selling and administrative expenses. The exact scope of the effort to address this risk is not known at this time, so a nominal value of 0.1% of the selling and administrative annual spending total was used as an estimate.

Identifier

Risk 2

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

Increased direct costs

Company-specific description

In this scenario we consider a severe weather event impacting a critical manufacturing location. Natural disasters, including hurricanes, fires, tornadoes, floods and other forms of severe weather, the intensity and frequency of which are being exacerbated by

climate change, have in the past and could in the future disrupt our operations and adversely affect our business. Any of these events could result in physical damage to and/or complete or partial closure of one or more of our facilities, and temporary or long-term disruption of our operations impacting our ability to deliver products and services to our customers. While it is unlikely this scenario will have a material financial or strategic impact on Textron Inc.as a whole, it has the potential to have such an impact on the affected business unit.

An example were the impacts to a Textron plant in Louisiana, USA that were caused by Hurricane Ida in 2021. The roof and siding of the building were damaged by the hurricane which, along with storm surge resulted in water damage to the interior of the facility. The facility was shutdown for approximately 1 week following the hurricane while power restoration and facility restoration activities were completed.

Time horizon

Short-term

Likelihood

About as likely as not

Magnitude of impact

Low

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

Potential financial impact figure – minimum (currency)

2,500,000

Potential financial impact figure – maximum (currency)

20,000,000

Explanation of financial impact figure

The potential financial impact figure range noted above is based on Textron's past impacts from severe weather events; we anticipate similar impacts from severe weather events to occur over the next 5 years.

Cost of response to risk

Description of response and explanation of cost calculation

We are not able to reasonably estimate the cost of response to this risk. However, below is a description of some of the different ways Textron manages this risk.

1) We work with our property insurance company to conduct assessments of our facilities. The insurance company assesses risks and provides recommendations to

enhance facility resiliency to severe weather events. In addition, facilities have capital expenditure budgets that include many different building envelope improvements.
2) We maintain a strong Enterprise Risk Management (ERM) process (as reported in C2.2) which require designated ERM Risk Coordinators at each Textron business unit to continually assess operational risks associated with climate-related risks
3) We maintain property and business interruption insurance which protects the company against significant losses due to increased severe weather events.

Comment

Identifier

Risk 3

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Chronic physical
Sea level rise

Primary potential financial impact

Increased direct costs

Company-specific description

Here we contemplate the vulnerability of our facilities to inundation due to rising sea levels. Rising sea levels could result in physical damage to and/or complete or partial closure of one or more of our facilities, temporary or long-term disruption of our operations or the operations of our suppliers by causing business interruptions or by impacting the availability and cost of materials needed for manufacturing or otherwise impacting our ability to deliver products and services to our customers. While it is unlikely this scenario will have a material financial or strategic impact on Textron Inc. as a whole, it has the potential to have such an impact on the affected business unit. A specific example of a facility that could be impacted by sea level rise due to increased temperatures is a Textron facility located within the Mississippi River Delta Region in Louisiana, USA. This facility produces a variety of marine products and therefore has direct deep water access for product testing and delivery. Sea level rise could increase the number of flooding events in the future for this facility.

Time horizon

Long-term

Likelihood

About as likely as not

Magnitude of impact

Low

Are you able to provide a potential financial impact figure?

No, we do not have this figure

Potential financial impact figure (currency)

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

Explanation of financial impact figure

There are only a small percentage of our facilities we currently consider susceptible to inundation given facility locations and current sea level rise estimates. We have not developed a detailed cost model to estimate the potential financial impact figure as this impact due to rising sea levels that would be realized over such a long time period.

Cost of response to risk

15,000,000

Description of response and explanation of cost calculation

The cost provided above represents a rough estimated value to relocate the specific Textron facility to a location that is more resilient to sea level rise and less susceptible to sea water inundation during hurricanes.

Comment

This is an estimated value and it will be refined over time; we do no consider this cost of response to be material to Textron.

C2.4

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

Yes

C2.4a

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

Identifier

Opp1

Where in the value chain does the opportunity occur?

Direct operations

Opportunity type

Resource efficiency

Primary climate-related opportunity driver

Other, please specify

Improved operational efficiency resulting in reduced resource consumption

Primary potential financial impact

Reduced indirect (operating) costs

Company-specific description

In 2020, Textron launched an enterprise-wide sustainability initiative that created a new set of goals centered around four areas of focus - Health & Safety, Well-being, Resilient facilities and Sustainable Footprint. The Sustainable Footprint goals are specific to resource efficiency at Textron facilities. Achievement of the goals would result in reduction of Greenhouse Gas Emissions by 20%, Energy Use by 10%, Waste Generation by 10% and Water Consumption by 10% by year-end 2025. These goals are applicable to all worldwide Textron locations that have more than 25 employees (both manufacturing and office locations).

Time horizon

Short-term

Likelihood

Virtually certain

Magnitude of impact

Medium

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

1,300,000

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

Explanation of financial impact figure

The estimated potential financial impact figure of $1,300,000 provided above represents the estimated annual savings for similar types of resource efficiency projects completed at Textron locations in 2022

Cost to realize opportunity

3,900,000

Strategy to realize opportunity and explanation of cost calculation

We expect these goals to be achieved by a combination of activities including: procurement of renewable energy, partnership with the U.S. Department of Energy

Better Plants Program, internal resource efficiency evaluations, etc. The estimated cost to realize figure of $3,900,000 above represents the estimated costs to implement the resource efficiency projects at Textron facilities in 2022. In other words, resource efficiency projects at Textron locations in 2022 had an implementation cost of $3,900,000 and resulted in an estimated annual savings of $1,300,000 (Average payback period of 3.0 years).

In 2022, renewable electricity accounted for approximately 30% of Textron's overall electricity consumption, an increase of almost 30% as compared to 2020 when renewable electricity consumption accounted for less than 1% of Textron's overall electricity consumption. We anticipate a greater percentage of renewable electricity will be used at Textron facilities by the end of the 5-year measurement period through 2025 based on both onsite generation and an increased amount of procured renewable electricity generated offsite.

In 2022, a representative from the U.S. Department of Energy supported energy efficiency assessments at a Textron Specialized Vehicles facility in Augusta, Georgia, USA and at Textron Aviation facilities in Independence, Kansas, USA and Wichita, Kansas, USA . These assessment identified several potential energy savings opportunities totaling over 12,000 mmBTU.

Comment

Identifier

Opp2

Where in the value chain does the opportunity occur?

Upstream

Opportunity type

Energy source

Primary climate-related opportunity driver

Use of lower-emission sources of energy

Primary potential financial impact

Reduced indirect (operating) costs

Company-specific description

2022 marked the second year that Textron Aviation benefited from an agreement with its electricity provider (Evergy, Inc.) that will provide the business with Renewable Energy Credits (RECs) associated with renewable electricity generated at Evergy's Soldier Creek Wind Energy Center located in Nemaha County Kansas. Textron Aviation's 59 megawatt allocation from the Soldier Creek Wind Energy Center corresponded to over 234,000 RECs in 2022. In additional to the environmental

benefits it receives in the form of RECs, Textron Aviation is also able to realize cost savings through the terms of its agreement with Evergy.

Time horizon

Long-term

Likelihood

Virtually certain

Magnitude of impact

Low

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

3,800,000

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

Explanation of financial impact figure

The terms of the agreement will result in an estimated annual cost avoidance to Textron Aviation that will vary based on electricity fees charged by the utility. Over the lifetime of the agreement, Textron Aviation expects to save $12,000,000. The reputational benefits of using renewable energy to manufacture aircraft is not able to be estimated and therefore isn't included in this estimate.

Cost to realize opportunity

0

Strategy to realize opportunity and explanation of cost calculation

The agreement has been executed and the Soldier Creek Wind Energy Center began generating renewable electricity in January 2021. Textron Aviation received approximately 234,000 RECs attributable to its 59 MW allocation from the Soldier Creek Wind Energy Center in 2022. The cost to realize opportunity figure used in this response is $0 since irrespective of the RECs provided to Textron Aviation, the facilities would still need to procure electricity.

Comment

Identifier

Opp3

Where in the value chain does the opportunity occur?

Upstream

Opportunity type

Energy source

Primary climate-related opportunity driver

Use of lower-emission sources of energy

Primary potential financial impact

Reduced direct costs

Company-specific description

At Kautex's Barcelona, Spain facility, 1350 solar panels were installed on the roof of the facility and became operational in March 2019. Multiple solar panel expansion projects have taken place since the initial 2019 installation activities and there are currently 2,292 solar panels installed on the facility's roof. In 2022 the installed solar panels generated 685,040 kwh of renewable electricity that was used by the facility; additional electricity above and beyond what was used by the facility was generated by the rooftop solar panels during period of minimal plant activities and sent into the grid system for consumption by others. Based on information from the installation company, the solar panels are anticipated to operate for 25 years.

Time horizon

Short-term

Likelihood

Virtually certain

Magnitude of impact

Low

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

2,150,000

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

Explanation of financial impact figure

The solar panel array installed on the roof of Kautex's Barcelona Spain facility generated over $89,000 worth of renewable electricity in 2022. Based on information provided by the installation company, the solar panels are anticipated to operate for an additional 24 years. The potential impact figure above is based on the following calculation: $89,000/yr x 24yr = $2,150,000 over the anticipated time the solar panels will operate.

Cost to realize opportunity

360,000

Strategy to realize opportunity and explanation of cost calculation

The cost to realize figure of $360,000 provided is the approximate direct cost of the 2019 and 2020 solar panel installation projects.

Comment

This project is complete and operational. In additional to the annual savings in procurement of electricity, this project also resulted in the avoidance of over 105 metric tons CO2e emissions in 2022.

C3. Business Strategy

C3.1

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

Row 1

Climate transition plan

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

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

Textron is positioning itself to be a leader in a future low-carbon economic world by reducing the environmental footprint of our manufacturing operations as demonstrated by our Achieve 2025 Sustainability Goal program and by product development and business strategy decisions. With respect to our operations, 2022 marked the second year of a 20 year agreement that Textron Aviation has with its electricity provider (Evergy, Inc.) that allowed the business to benefit by receiving Renewable Energy Credits (RECs) associated with renewable electricity generated at Evergy's Soldier Creek Wind Energy Center located in Nemaha County Kansas. In 2022, Textron Aviation increased its allocation from the Soldier Creek Wind Energy Center from 55MW to 59 MW which corresponded to over 234,000 RECs in 2022. Textron businesses also benefit from renewable electricity at facilities in Germany (purchase of energy attribute certificates), Spain (on-site solar generation), Romania (supplier agreement for renewable electricity) and Brazil (supplier agreement for renewable electricity). Textron is evaluating additional additional opportunities for renewable electricity to benefit other facilities, including a rooftop solar panel installation at Bell Helicopter's Singapore Service Center, a rooftop solar panel project at Bell Helicopter's Coffs Harbour, Australia Service Center and others.

With respect to low-carbon economy products, one example is our Kautex business that is investing significant efforts in bringing to market a plastic molded battery casing which

is approximately 60% lighter than the current metal casings to support the growing Battery Electric Vehicle (BEV) market. In addition, Kautex's efforts around development of plastic battery casings will ensure long-term revenue within the automotive industry. At this time, Kautex is anticipating market introduction of this product within the next two years.

Furthermore, Textron GSE announced a collaboration with GM and Powertrain Control Solutions (PCS) to electrify its diverse product line. This integrated driveline, specifically designed for Textron GSE products, utilizes GM's lithium-ion battery systems. This is enabling Textron GSE to broaden its electric product offering across its TUG, Premier, Douglas and Safeaero brands, including the launch of the new TUG Endurance baggage/cargo tractor available with a lithium-ion electric powertrain.

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
Row 1	Yes, qualitative

C3.2a

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

Climate-related scenario	Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Physical climate scenarios RCP 8.5	Company-wide		The scenarios pertaining to physical/operational risks presented herein were derived from Representative Concentration Pathway (RCP) models presented in the report - Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report Working Group III Report and Climate Change 2014: Synthesis Report Summary for Policy Makers November 2014. It is recognized that there is uncertainty regarding climate change and its impacts. However the assumptions and scenarios presented here are interpreted from consensus models and represent probable future scenarios. Though considered relatively unlikely, to assess physical risks we are applying the RCP 8.5 scenario - which is generally considered the worst-case climate change scenario. Based on these models sea level is projected to rise from between 45 cm to 82 cm by the year 2100. These projections are conservative as they do not include future rapid dynamical changes in ice flow (i.e., rapid melting of Greenland ice sheet). For

			the purpose of this exercise a rise of 30 cm over the next 30 years was selected. Modeling indicates that globally temperatures are expected to rise from 2.6 to 4.8 degrees C by the year 2100. For the purposes of this analysis an average temperature rise of 2.0 Degrees C was chosen for the likely change over the next 30 years. Climate change models indicate with high confidence that global precipitation patterns will change resulting in change in the amount and intensity of precipitation. Changing precipitation patterns will result in increased risk of wild fires, flooding and drought. Regarding wildfire risks, in North America warmer summer temperatures are projected to extend the annual window of high fire risks by 10 to 30% and increase the areas burned. Regarding droughts, precipitation is expected to decrease globally in the mid to lower latitude areas resulting in drought conditions. The portion of land surface in extreme drought is expected to increase by 10 to 30% by 2090. Heavily used groundwater systems like those in the Southwestern US will become more stressed (example - recharge to the Ogallala aquifer is projected to decrease by 20%). Regarding flooding, climatic models indicate that increased precipitation averages (in the higher latitudes) and intensity (globally) will result in more frequent flooding of river basins.
Transition scenarios IEA SDS	Company-wide		In general terms transition risks are those associated with the transition to a lower-carbon economy. To understand the potential most impactful policy-related transition risks we have chosen to apply the Sustainable Development Scenario (SDS, 1.5-2 deg C). When evaluating the financial impacts of regulatory and policy changes which are likely to be adopted the BUs should consider both existing and proposed policies targeting limiting greenhouse gas emissions and also consider specific industry commitments to limit CO2 emissions (e.g., industry goals to improve fuel efficiency by certain dates).

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

How will customer sentiment and demand for more environmentally friendly products impact our business? How will climate change impact our operations from an acute and chronic physical perspective? How will regulatory changes enacted to limit the impacts of climate change effect our manufacturing facilities and our products?

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

We anticipate climate change will influence customer sentiment and demand for lower GHG emitting products in the future scenario consistent with the Sustainable Development Scenario (SDS, 1.5-2 deg C) . Through our Achieve 2025 goal program, Textron has committed to reducing our GHG emissions and natural resource consumption of our manufacturing facilities; thereby reducing life cycle emissions associated with our products. Some Textron businesses have also developed products to meet customer expectations for lower GHG emitting products. Examples include our Kautex business that is investing significant efforts in bringing to market a plastic molded battery casing which is approximately 60% lighter than the current metal casings to support the growing Battery Electric Vehicle (BEV) market. Another example is our 2022 acquisition of Pipistrel, maker of the Velis Electro , the world's first, and currently only, electric aircraft to receive full type-certification from the European Union Aviation Safety Agency (EASA) and has received UK Civil Aviation Authority (UK CAA) type certification. Additionally, Textron GSE announced a collaboration with GM and Powertrain Control Solutions (PCS) to electrify its diverse product line. This integrated driveline, specifically designed for Textron GSE products, utilizes GM's lithium-ion battery systems. This enables Textron GSE to broaden its electric product offering across its TUG, Premier, Douglas and Safeaero brands, including the launch of the new TUG Endurance baggage/cargo tractor available with a lithium-ion electric powertrain.

Acute and chronic effects of climate change have the possibility to impact operations due to the increased frequency and intensity of weather-related events such as tornados and hurricanes (acute effects) and increased sea level rise as well as increased need for expanded climate-controlled manufacturing spaces for employee comfort and productivity (chronic effects). We take into consideration the projected climate change impacts under the RCP 8.5 scenario when we asses the long-term resiliency of our facilities. For example we consider effects such as a global mean sea level rise of 0.3 m on our coastal facilities. To do this we work closely with our property loss insurer to identify location specific climate risks and improve the resiliency of our facilities.

Regulatory changes that could be enacted to mitigate the impacts of climate change consistent with the SDS 1.5-2 deg C scenario may impact operational expenses for our facilities and/or demand for some existing products. To mitigate these potential impacts, Textron has undertaken several measures to ensure resource efficiency within our manufacturing facilities (Achieve 2025 5-year sustainability goal initiative), increased the use of renewable electricity and invested in research and development of new

products and technologies that have a lower carbon footprint than prior models and methods.

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	Textron businesses have developed and manufacture numerous products that are directly related to climate-change market drivers. Some of these products include: The continued focus on carbon-dioxide (CO2) reduction is driving many automotive OEMs to pivot to the electrification of vehicles. These more complex fuel tank applications in hybrid vehicles require closed fuel systems with a higher internal pressure which causes massive deformations on un-reinforced plastic tanks. The first generation of fuel systems hybrid technology was equipped with a thick-wall steel tank because standard plastic tanks could not handle the impact of the pressurization. In 2015, Kautex was first to market with two plastic tank solutions that met the pressurization requirements. E-Z-GO's ELiTE series vehicles are equipped with high-efficiency, zero maintenance lithium ion batteries. These batteries use less power and have an overall smaller carbon footprint than both fossil fuel engines and traditional lead acid battery engines; E-Z-GO's EX-1 engine that is a first of its kind gasoline engine designed for golf vehicles that is more fuel efficient, quieter and less expensive to operate and maintain than traditional golf vehicles engines. In August 2021, Howe & Howe Inc., a subsidiary of Textron Systems Corporation, unveiled its latest innovations for the firefighting community – its next generation Thermite EV2, an all-electric firefighting robot. With the ability to operate several hours on a single charge and capable of moving farther into high-temperature, dangerous environments, the Thermite EV2 extends the capability of firefighters, while enabling them to maintain a safer distance from the fire. Increased frequency of wildfires due to climate change

		make this product ideal for future firefighting situations. In 2022, Textron GSE announced a collaboration with GM and Powertrain Control Solutions (PCS) to electrify its diverse product line. This integrated driveline, specifically designed for Textron GSE products, utilizes GM's lithium-ion battery systems. This is enabling Textron GSE to broaden its electric product offering across its TUG, Premier, Douglas and Safeaero brands, including the launch of the new TUG Endurance baggage/cargo tractor available with a lithium-ion electric powertrain.
Supply chain and/or value chain	Yes	Over the past few years, the world's largest automotive OEMs have put an increasing emphasis on reducing their overall value chain carbon footprint to the point of eventual carbon neutrality. As a direct supplier of fuel tanks, camshafts and liquid reservoirs to the automotive OEMs, Kautex has been requested to assess and report its carbon emissions within the Supply Chain module of the CDP climate change questionnaire by several automotive OEMs. Kautex has developed an internal process that is used across 30 world-wide facilities to drive energy-efficient operations. The Kautex Energy Management Action Plan (KEMAP) was produced to serve as a guidebook for the best way to operate our facilities in an energy efficient manner. Lowering the energy intensity and waste streams in the manufacturing of our products is the key target of this system. The KEMAP was built and designed from our experiences with and opportunities identified from energy kaizen/workshop events. The KEMAP has three basic components: 1. Process textbooks 2. Analysis sheets 3. Energy scorecard In addition, Kautex has engaged with their own suppliers. Kautex presented their sustainable strategy and targets during global supplier informational events in 2020 and 2021 where all strategic suppliers and +100 in total attended. Sustainable requirements were addressed; in 2020 a letter was send out to all suppliers requesting environmental data; however beginning in 2022 Kautex joined the Supply Chain Membership to collect supplier data

		and conducted a buyer and supplier webinar to engage suppliers; Kautex is in the process of integrating sustainable criteria in their sourcing decision for direct material and indirect suppliers; Kautex includes environmental and CDP related questions in their annual supplier performance questionnaire for new and existing suppliers; Sustainability is addressed in strategic suppliers meetings who are co2 critical for Kautex including resin and metal suppliers to work on solutions for sustainable material. In the short-term, Textron has taken the step to inform our largest suppliers for each of our businesses of our enterprise-wide commitments to greenhouse gas emission reduction initiatives and encouraged these suppliers to set similar reduction goals and report data through the CDP platform.
Investment in R&D	Yes	Over the past few years Technology and Innovation teams at Textron's Bell business unit have been developing the Autonomous Pod Transport (APT) to offer convenient, safe and environmentally beneficial ways to move cargo. This all electric autonomous test vehicle carries a maximum payload of 100 pounds and is designed to be used for business operations, cargo movement and battlefield resource resupply. Relative to our Kautex business, according to J.P. Morgan, OEMs are preparing to phase out cars powered solely by internal combustion engines (ICEs) as governments look to tackle fuel emissions to help combat the effects of climate change. The growth in battery electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs) is climbing and by 2025, BEVs and PHEVs are expected to account for 30% of all vehicle sales. To position itself to be a leader in providing the necessary battery casings to automakers for the growing BEV market, Kautex is currently investing significant efforts in bringing to market a molded plastic battery casing, which is approximately 60% lighter than metal casings. The reduced weight of the plastic battery casing improves the range of the BEV, provides an opportunity to adjust chassis components such as suspension and brake systems and also increases payload capacity. In addition to these opportunities, the reduced weight of the plastic battery casings also reduces CO2 emissions as well as energy consumption along the complete supply chain.

		Furthermore, to build on this sustainable aviation initiative, Textron acquired Pipistrel in April 2022. Pipistrel's Velis Electro is the world's first, and currently only, electric aircraft to receive full type-certification from the European Union Aviation Safety Agency (EASA) and has received UK Civil Aviation Authority (UK CAA) type certification. As a Textron company, Pipistrel will have access to greater resources, technical and regulatory expertise and a global aircraft sales and support network, enabling it to accelerate its development and certification of electric and hybrid electric aircraft.
Operations	Yes	2022 marked the second year that Textron Aviation benefited from an agreement with its electricity provider (Evergy, Inc.) that will provide the business with Renewable Energy Credits (RECs) associated with renewable electricity generated at Evergy's Soldier Creek Wind Energy Center located in Nemaha County Kansas. Textron Aviation' increased its allocation from the Soldier Creek Wind Energy Center from 55 megawatts to 59 megawatts in 2022 which corresponded to over 234,000 RECs in 2022. In additional to the environmental benefits it receives in the form of RECs, Textron Aviation is also able to realize cost savings through the terms of its agreement with Evergy. At Textron's Lycoming Engines plant in Williamsport, Pennsylvania, crankshafts and cylinder barrels are hardened through a patented ion nitriding technology, rather than traditional caustic chemical processes, to reduce environmental footprint, while still providing the same quality product. This room contains solar tubes to provide supplemental natural light and an HVAC system that recirculates hot air in the room to heat the rest of the facility during the winter. These innovations have allowed Lycoming to reduce water usage by 400,000 gallons, electricity usage by 110,000 kWh and emissions by 1.2 million pounds annually. In March 2019, Kautex's facility in Barcelona, Spain installed 1,350 solar panels on the roof of the facility. Multiple solar panel expansion projects have been completed since the initial effort in 2019 and there are currently 2,292 solar panels installed on the facility roof. In 2022, a total of 685 MWh was generated by the roof top solar panels at the Kautex Barcelona facility which is equal to about 10% of the facility's electricity consumption and an annual savings of

		approximately $89,000. In 2022, Kautex's plant in Guararema, Brazil opted to consume electricity generated from 100% renewable sources. This decision resulted in a reduction of almost 400 metric tons of Greenhouse Gas Emissions during the year. In the short-term, Textron is evaluating expanding the use of renewable energy at our facilities by leveraging the relationship with our existing global energy management partner.

C3.4

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

	Financial planning elements that have been influenced	Description of influence
Row 1	Revenues Indirect costs	Textron Aviation signed a 20-year agreement with their energy provider (Evergy, Inc.) that provides renewable electricity from the Solider Creek Wind Energy Center located in Nemaha County Kansas to Textron Aviation facilities in Kansas. The Wind Energy Center became operational in January 2021. In 2022, Textron Aviation's allocation from the Wind Energy Center provided enough renewable electricity to power all of Textron Aviation's facilities in Kansas based on the retirement of over 234,000 RECs. The agreement will not only allow for Textron Aviation aircraft to be manufactured using 100% carbon-free electricity, but it will also save the company money. In 2022, the agreement resulted in over $3,800,000 in savings for Textron Aviation and over the life of the agreement is estimated to save the business over $12,000,000. Relative to our Kautex business, according to J.P. Morgan, OEMs are preparing to phase out cars powered solely by internal combustion engines (ICEs) as governments look to tackle fuel emissions to help combat the effects of climate change. The growth in battery electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs) is climbing and by 2025, BEVs and PHEVs are expected to account for an estimated 30% of all vehicle sales. To position itself to be a leader in providing the necessary battery casings to automakers for the growing BEV market, Kautex is currently investing significant efforts in bringing to market a plastic molded battery casing which is approximately 60% lighter than the current metal casings.

		The reduced weight of the plastic battery casing as compared to metal casings improves the range of the BEV, provides an opportunity to adjust chassis components such as suspension and brake systems and also increases payload capacity. In addition to these opportunities, the reduced weight of the plastic battery casings also reduces CO2 emissions as well as energy consumption along the complete supply chain. Kautex's efforts around development of plastic battery casings will ensure long-term revenue within the automotive industry. At this time, Kautex is anticipating market introduction of this product within the next two years. In response to market demand for low-emission personnel transportation and utility products, Textron Specialized Vehicles has invested to enhance and expand its portfolio of electric vehicles. Some examples are discussed below: E-Z-GO Liberty: The first of its kind golf car with four forward facing seats is powered by the Samsung SDI ELiTE Lithium-Ion battery. • Zero greenhouse gas emissions generated during use • IntelliBrake converts speed to electricity, allowing it to repurpose energy. • ELiTE Lithium-Ion batteries produce 95% less harmful waste compared to lead-acid batteries. • ELiTE Lithium-Ion batteries are 15% more energy efficient than lead-acid batteries. Textron Ground Support Equipment (GSE) TUG 660E belt loader and TUG Alpha 1: Designed to meet the green ambitions of the global aviation industry, Textron GSE unveiled the TUG ALPHA 1, a pushback for narrow-body aircraft that is available with lithium-ion electric as well as diesel and gas powertrains. The electric vehicle offers 15% more energy efficiency and zero maintenance, resulting in low cost-of-ownership. Jacobsen Eclipse 360 ELiTE Lithium Mower: The latest Lithium-Ion battery, outstanding technology, and a hydraulic-free design makes the Eclipse 360 electric greens mower the greenest, quietest and highest quality Jake cut available for golf courses. • Zero emissions generated during use • Zero maintenance battery • Near-silent technology • Lightweight to protect turf quality

		Furthermore, in April 2022, Textron acquired Pipistrel, a global leader in electric aircraft that is focused on sustainable flight. Pipistrel's Velis Electro is the world's first, and currently only, electric aircraft to receive full type-certification from the European Union Aviation Safety Agency (EASA) and has received UK Civil Aviation Authority (UK CAA) type certification. As a Textron company, Pipistrel will have access to greater resources, technical and regulatory expertise and a global aircraft sales and support network, enabling it to accelerate its development and certification of electric and hybrid electric aircraft. Pipistrel is now part of Textron's newly created business segment, Textron eAviation, which will pursue Textron's long-term strategy to offer a family of sustainable aircraft for urban air mobility, general aviation, cargo and special mission roles.

C3.5

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

	Identification of spending/revenue that is aligned with your organization's climate transition
Row 1	No, but we plan to in the next two years

C4. Targets and performance

C4.1

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

Intensity target

C4.1b

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

Target reference number

Int 1

Is this a science-based target?

No, but we anticipate setting one in the next two years

Target ambition

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)

Intensity metric

Metric tons CO2e per unit revenue

Base year

2019

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

0.0166

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

0.0269

Intensity figure in base year for Scope 3, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)

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

Intensity figure in base year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)

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

Intensity figure in base year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Other (upstream) (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)

Intensity figure in base year for total Scope 3 (metric tons CO2e per unit of activity)

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

0.0435

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

100

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

100

% of total base year emissions in Scope 3, Category 1: Purchased goods and services covered by this Scope 3, Category 1: Purchased goods and services intensity figure

% of total base year emissions in Scope 3, Category 2: Capital goods covered by this Scope 3, Category 2: Capital goods intensity figure

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

% of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution covered by this Scope 3, Category 4: Upstream transportation and distribution intensity figure

% of total base year emissions in Scope 3, Category 5: Waste generated in operations covered by this Scope 3, Category 5: Waste generated in operations intensity figure

% of total base year emissions in Scope 3, Category 6: Business travel covered by this Scope 3, Category 6: Business travel intensity figure

% of total base year emissions in Scope 3, Category 7: Employee commuting covered by this Scope 3, Category 7: Employee commuting intensity figure

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

% of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution covered by this Scope 3, Category 9: Downstream transportation and distribution intensity figure

% of total base year emissions in Scope 3, Category 10: Processing of sold products covered by this Scope 3, Category 10: Processing of sold products intensity figure

% of total base year emissions in Scope 3, Category 11: Use of sold products covered by this Scope 3, Category 11: Use of sold products intensity figure

% of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products covered by this Scope 3, Category 12: End-of-life treatment of sold products intensity figure

% of total base year emissions in Scope 3, Category 13: Downstream leased assets covered by this Scope 3, Category 13: Downstream leased assets intensity figure

% of total base year emissions in Scope 3, Category 14: Franchises covered by this Scope 3, Category 14: Franchises intensity figure

% of total base year emissions in Scope 3, Category 15: Investments covered by this Scope 3, Category 15: Investments intensity figure

% of total base year emissions in Scope 3, Other (upstream) covered by this Scope 3, Other (upstream) intensity figure

% of total base year emissions in Scope 3, Other (downstream) covered by this Scope 3, Other (downstream) intensity figure

% of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this total Scope 3 intensity figure

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

100

Target year

2025

Targeted reduction from base year (%)

20

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

0.0348

% change anticipated in absolute Scope 1+2 emissions

20

% change anticipated in absolute Scope 3 emissions

0

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

0.0208

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

0.0133

Intensity figure in reporting year for Scope 3, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)

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

Intensity figure in reporting year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)

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

Intensity figure in reporting year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Other (upstream) (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)

Intensity figure in reporting year for total Scope 3 (metric tons CO2e per unit of activity)

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

0.0341

Does this target cover any land-related emissions?

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

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

108.0459770115

Target status in reporting year

Achieved

Please explain target coverage and identify any exclusions

This target covers all Textron facilities with 25 or more employees. The target is specific to Scope 1 and 2 emissions. This target does not include Scope 3 emissions as Textron has not yet quantified its Scope 3 emission totals.

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

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

2022 marked the second year that Textron Aviation benefited from an agreement with its electricity provider (Evergy, Inc.) that will provided the business with Renewable Energy Credits (RECs) associated with renewable electricity generated at Evergy's Soldier Creek Wind Energy Center located in Nemaha County Kansas. Textron Aviation's 59 megawatt allocation from the Soldier Creek Wind Energy Center corresponded to over 234,000 RECs in 2022.

C4.2

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

Other climate-related target(s)

C4.2b

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

Target reference number

Oth 1

Year target was set

2020

Target coverage

Company-wide

Target type: absolute or intensity

Intensity

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

Waste management

metric tons of waste generated

Target denominator (intensity targets only)

unit revenue

Base year

2019

Figure or percentage in base year

4.48

Target year

2025

Figure or percentage in target year

4.03

Figure or percentage in reporting year

3.89

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

131.1111111111

Target status in reporting year

Achieved

Is this target part of an emissions target?

No - This goal is centered around reducing waste generation at Textron facilities and although indirectly reduces emissions, is not part of an emissions target.

Is this target part of an overarching initiative?

Other, please specify

This target is part of a company-wide resource efficiency initiative.

Please explain target coverage and identify any exclusions

This target covers all Textron facilities with 25 or more employees.

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

List the actions which contributed most to achieving this target

Waste minimization activities completed at our various facilities since 2019 have contributed to achieving this target ahead of schedule.

Target reference number

Oth 2

Year target was set

2020

Target coverage

Company-wide

Target type: absolute or intensity

Intensity

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

Energy consumption or efficiency

million Btu

Target denominator (intensity targets only)

unit revenue

Base year

2019

Figure or percentage in base year

0.412

Target year

2025

Figure or percentage in target year

0.3708

Figure or percentage in reporting year

0.4086

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

8.2524271845

Target status in reporting year

Underway

Is this target part of an emissions target?

No - This goal is centered around energy efficiency and although indirectly reduces emissions, is not part of an emissions target.

Is this target part of an overarching initiative?

Other, please specify

This target is part of a company-wide resource efficiency initiative.

Please explain target coverage and identify any exclusions

This target covers all Textron facilities with 25 or more employees.

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

We plan on continuing to identify and implement energy efficiency projects at our facilities.

List the actions which contributed most to achieving this target

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	4	2,388
To be implemented*	31	4,988
Implementation commenced*	57	3,526
Implemented*	4	2,904
Not to be implemented	6	186

C4.3b

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

Initiative category & Initiative type

Energy efficiency in buildings

Lighting

Estimated annual CO2e savings (metric tonnes CO2e)

1,585

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

Scope 2 (location-based)

Scope 2 (market-based)

Voluntary/Mandatory

Voluntary

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

274,000

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

1,011,000

Payback period

4-10 years

Estimated lifetime of the initiative

16-20 years

Comment

In 2022, 39 separate lighting projects were completed at various Textron facilities. These projects primarily consisted of re-lamping facility spaces with energy efficient LED fixtures.

Initiative category & Initiative type

Energy efficiency in production processes

Compressed air

Estimated annual CO2e savings (metric tonnes CO2e)

413

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

Scope 2 (location-based)

Scope 2 (market-based)

Voluntary/Mandatory

Voluntary

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

95,000

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

117,000

Payback period

1-3 years

Estimated lifetime of the initiative

16-20 years

Comment

In 2022, 15 separate compressed air projects were completed at various Textron facilities. These projects resulted in optimization of compressor pressure settings and

installation of modern, more efficient compressor and dryer systems; all of which resulted in an electricity savings and corresponding greenhouse gas reduction.

Initiative category & Initiative type

Energy efficiency in buildings
Heating, Ventilation and Air Conditioning (HVAC)

Estimated annual CO2e savings (metric tonnes CO2e)

756

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

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

Voluntary/Mandatory

Voluntary

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

200,000

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

1,875,000

Payback period

4-10 years

Estimated lifetime of the initiative

21-30 years

Comment

In 2022, 13 separate HVAC and chiller projects were completed at various Textron facilities. These projects largely involved replacing existing equipment with modern, more efficient equipment which will allow for reduced energy consumption , greenhouse gas emissions reductions and cost savings over time.

Initiative category & Initiative type

Energy efficiency in production processes
Motors and drives

Estimated annual CO2e savings (metric tonnes CO2e)

150

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

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

Voluntary/Mandatory

Voluntary

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

51,500

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

20,000

Payback period

<1 year

Estimated lifetime of the initiative

16-20 years

Comment

In 2022, 10 separate motors/drives and pump efficiency projects were completed at various Textron facilities. These projects involved optimization of operational settings and replacement of outdated or over sized equipment with right-sized/efficient models which will allow for reduced energy consumption , greenhouse gas emissions reductions and cost savings over time.

C4.3c

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

Method	Comment
Financial optimization calculations	We have developed an Energy Kaizen process which has a standard method of calculating the savings on projects in terms of dollars, energy and carbon reduction which helps get projects done. In addition, Textron realized cost savings opportunities by working with energy providers to secure long-term access to renewable energy for our facilities. For example, in 2018 Textron Aviation signed a 20-year agreement with their energy provider (Evergy, Inc.) to provide a 55 megawatt allocation of renewable energy from the 300 megawatt Solider Creek Wind Energy Center located in Nemaha County Kansas to Textron Aviation facilities in Kansas. The amount of renewable energy provided per the agreement is approximately the same amount used by Textron Aviation in its manufacturing facilities within the state. The wind energy center became operational in January 2021 and Textron Aviation is now realizing the corresponding benefits. The agreement will not only allow for Textron Aviation aircraft to be manufactured using 100% renewable electricity, but it will also save the company an estimated amount of $600,000 per year of the agreement. In 2021, Textron Aviation increased its allocation from the Solider Creek Wind Energy Center to 59 megawatts which resulted in over 234,000 RECs for Textron Aviation facilities in Kansas in 2022.
Partnering with governments on	We are a partner with the U.S. Department of Energy (DOE) on the Better Plants Program. The U.S. (DOE) Better Plants program is a voluntary partnership that aims to drive significant energy efficiency improvements

technology development	across energy-intensive industrial companies and organizations. Driving energy savings can have a broad impact across the industrial sector, which leads to cost savings, greater resilience, a strengthened workforce, and increased global competitiveness.
Employee engagement	In the fourth quarter of 2022, Textron Specialized Vehicles installed 4 EV charging stations at its Augusta, Georgia, USA facility. Textron Specialized Vehicles wanted to empower its employees to make the switch to electric vehicles which will reduce its scope 3 emissions. Research shows that one of the biggest barriers to making that switch is anxiety over charging infrastructure, of which there is much less than gas stations. Installation of the EV charging stations has been well-received by employees.

C4.5

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

Yes

C4.5a

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

Level of aggregation

Product or service

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

Other, please specify

When compared to traditional fossil fuel-based aviation fuel, project life-cycle emissions associated with SAF use in aircraft is significantly lower

Type of product(s) or service(s)

Biofuels

Other, please specify

Sustainable Aviation Fuel derived from animal fat and vegetable oil.

Description of product(s) or service(s)

Textron Aviation completed an internal assessment and has confirmed Sustainable Aviation Fuel (SAF) is viable across its entire commercial jet and turboprop product line. Textron Aviation has added access to SAF as a service to customers. In 2020, Textron Aviation began offering customers taking delivery of new aircraft from its main manufacturing facilities in Wichita, Kansas the option of fueling the aircraft with SAF. Furthermore, any Textron Aviation customers having service completed at its Wichita Service Center also has the option of fueling their aircraft with SAF. The use of SAF in Textron Aviation aircraft enables its customers to avoid greenhouse gas emissions. In addition to SAF use in fixed-wing aircraft associated with Textron Aviation operations, in

2020, Bell Helicopter began using SAF in all helicopter flight operations conducted at its Fort Worth, Texas training academy and in all customer demonstration flights performed on its fleet of 20 demonstration helicopters. In 2022, approximately 37,000 gallons of SAF was blended into fuel supplies at Textron Aviation and Bell Helicopter for aircraft use. The average emission factor for traditional Jet Fuel is 11.49 kg CO2e/gal vs. SAF emission factor of 2.96 kgCO2e/gal. SAF use in 2022 at Textron Aviation and Bell facilities resulted in an approximately 150 MT CO2e avoided ((37,000 gal. x (11.49 kg CO2e/gal - 2.96 kgCO2e/gal)/1000 = 315.6 MT CO2e

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

Calculated based on known emission factors for traditional Jet Fuel and SAF

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

Cradle-to-grave

Functional unit used

Gallons of Sustainable Aviation fuel consumed in Textron aircraft per year

Reference product/service or baseline scenario used

Gallons of traditional Jet Fuel consumed in Textron aircraft per year

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

Cradle-to-grave

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

315.6

Explain your calculation of avoided emissions, including any assumptions

The average emission factor for traditional Jet Fuel is 11.49 kg CO2e/gal vs. SAF emission factor of 2.96 kgCO2e/gal. SAF use in 2021 at Textron Aviation and Bell facilities (37,000 gal) resulted in an approximately 315.6 MT CO2e avoided ((37,000 gal. x (11.49 kg CO2e/gal - 2.96 kgCO2e/gal)/1000 = 315.6 MT CO2e

Note also that the value provided below for "Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year is for all low-carbon products for Textron in the reporting year and not specific to revenue generated specifically from SAF.

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

5

Level of aggregation

Group of products or services

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

Other, please specify

When compared to personal vehicles that burn traditional fossil, Textron Specialized Vehicles ELiTE vehicles have a much smaller carbon footprint as demonstrated in the examples provided below.

Type of product(s) or service(s)

Road

Lithium-ion batteries

Description of product(s) or service(s)

Textron Specialized Vehicles has pioneered Samsung SDI lithium technology in its ELiTE series of fully electric lithium-powered vehicles, introduced in the E-Z-GO ELiTE golf cars in 2017 and expanded into Cushman utility vehicles in 2019. Compared to traditional lead-acid battery technology, batteries used in E-Z-GO's ELiTE vehicles are: designed to generate 95% less hazardous materials over their lifetime; are 282 lbs lighter and result in less stress on the vehicles and impact on golf courses; require 52% less electricity to complete a full charge. E-Z-GO ELiTE lithium golf cars are also significantly more energy-efficient than vehicles with lead-acid batteries and competitive vehicles with lithium batteries. For example, the E-Z-GO RXV ELiTE requires 0.83 kWh to complete a round of golf on a typical golf course as opposed to the nearest competing product which requires 1.74 kWh. Since 2017, more than 220,000 ELiTE vehicles are in service at more than 2,000 golf facilities worldwide. On average, most golf cars complete 201 rounds of golf annually which translates to an estimated savings of approximately 40,240,200 kWh annually compared to lead-acid battery powered vehicles. According to the EPA, this energy savings is equal to: 28,518 metric tons of CO2 emissions; 31.9 million pounds of coal burned; 3.2 million gallons of gasoline consumed; 65,959 barrels of oil consumed; 5,549 homes' electricity use for one year; enough power to drive 6,346 passenger vehicles for one year.

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

Emission reductions are based on entering product specific data into the US EPA Greenhouse Gas Equivalencies Calculator

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

Use stage

Functional unit used

Emissions per electric golf cart per year

Reference product/service or baseline scenario used

Emissions per lead-acid electric golf cart per year

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

28,518

Explain your calculation of avoided emissions, including any assumptions

For example, the E-Z-GO RXV ELiTE requires 0.83 kWh to complete a round of golf on a typical golf course as opposed to the nearest competing product which requires 1.74 kWh. Since 2017, more than 220,000 ELiTE vehicles are in service at more than 2,000 golf facilities worldwide. On average, most golf cars complete 201 rounds of golf annually which translates to an estimated savings of approximately 40,240,200 kWh annually compared to lead-acid battery powered vehicles. According to the EPA, this energy savings is equal to: 28,518 metric tons of CO2 emissions.

Note also that the value provided below for "Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year is for all low-carbon products for Textron in the reporting year and not specific to revenue generated specifically from ELiTE vehicle sales.

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

5

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

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?
Row 1	No

C5.2

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

Scope 1

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO2e)

226,553

Comment

2019 Scope 1 emissions
This reported value is a slight modification to prior year CDP submissions

Scope 2 (location-based)

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO2e)

366,176

Comment

Scope 2 Location-based emissions
This reported value is a slight modification to prior year CDP submissions

Scope 2 (market-based)

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO2e)

451,908

Comment

2019 marked the first year that Textron dual reported scope 2 emissions. Most facilities used a residual mix emission factor for Scope 2 Market-Based calculations which resulted in a greater value as comparted to the location-based value.

Scope 3 category 1: Purchased goods and services

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO2e)

570,000

Comment

Scope 3 emissions value provided above is for Textron's Kautex Business Unit only 1. Calculation based on GHG protocol broken-down by Kautex main product lines including: PFT, CWC and CVS 2. Carbon emission calculation based on one standard base model from each BU 3. Actual raw material and components purchased by each plant used as a scaling factor along with the number of production volumes from each product line.

Scope 3 category 2: Capital goods

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO2e)

Comment

Textron did not calculate a Scope 3 emission value for this category in 2019.

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

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO2e)

Comment

Textron did not calculate a Scope 3 emission value for this category in 2019.

Scope 3 category 4: Upstream transportation and distribution

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO2e)

Comment

Textron did not calculate a Scope 3 emission value for this category in 2019.

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)

14,036.7

Comment

Where waste (landfilled and recycled) figures have not been available these have been estimated for each facility based on the division's actual 2019 average waste figure prorated by the facilities FTE with the exception of Textron Financial. For Textron Financial no actual waste data was available, therefore, waste has been estimated based on Textron's overall average waste figure prorated by the facility's FTE. Waste figures subsequently have been aggregated by type of waste per country and multiplied by the appropriate emission factor.

Scope 3 category 6: Business travel

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO2e)

32,185

Comment

Data obtained from Textron's travel agency.

Scope 3 category 7: Employee commuting

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO2e)

322

Comment

The commuting is estimated based on the typical rate of commuting modes used in the UK (APS, 2015) and US (BTS, 2015), assuming the EU mode and rate is equal to the UK and the Rest of the World (ROW) mode and rate is an average of the UK and US rate and mode of commuting. These are than respectively multiplied by the average commuting return distance in the UK (ONS, 2011) and US (NRC, 2003) assuming the EU return distance is equal to the UK and the ROW distance is an average of the UK and US return commuting distance. Commuting distances subsequently have been aggregated by mode per country and multiplied by the appropriate emission factor.

Scope 3 category 8: Upstream leased assets

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO2e)

Comment

Textron did not calculate a Scope 3 emission value for this category in 2019.

Scope 3 category 9: Downstream transportation and distribution

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO2e)

Comment

Textron did not calculate a Scope 3 emission value for this category in 2019.

Scope 3 category 10: Processing of sold products

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO2e)

Comment

Textron did not calculate a Scope 3 emission value for this category in 2019.

Scope 3 category 11: Use of sold products

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO2e)

Comment

Textron did not calculate a Scope 3 emission value for this category in 2019.

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

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO2e)

Comment

Textron did not calculate a Scope 3 emission value for this category in 2019.

Scope 3 category 13: Downstream leased assets

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO2e)

Comment

Textron did not calculate a Scope 3 emission value for this category in 2019.

Scope 3 category 14: Franchises

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO2e)

Comment

Textron did not calculate a Scope 3 emission value for this category in 2019.

Scope 3 category 15: Investments

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO2e)

Comment

Textron did not calculate a Scope 3 emission value for this category in 2019.

Scope 3: Other (upstream)

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO2e)

Comment

Textron did not calculate a Scope 3 emission value for this category in 2019.

Scope 3: Other (downstream)

Base year start

January 1, 2019

Base year end

December 31, 2019

Base year emissions (metric tons CO2e)

Comment

Textron did not calculate a Scope 3 emission value for this category in 2019.

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)
The Greenhouse Gas Protocol: Scope 2 Guidance
US EPA Center for Corporate Climate Leadership: Indirect Emissions From Purchased Electricity
US EPA Center for Corporate Climate Leadership: Direct Emissions from Stationary Combustion Sources
US EPA Emissions & Generation Resource Integrated Database (eGRID)

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)
268,230

Start date
January 1, 2022

End date
December 31, 2022

Comment
2022 Reporting Year Scope 1 Emissions

Past year 1

Gross global Scope 1 emissions (metric tons CO2e)
222,317

Start date
January 1, 2021

End date
December 31, 2021

Comment
2021 Reporting Year Scope 1 Emissions
This reported value is a slight modification to prior year CDP submissions

Past year 2

Gross global Scope 1 emissions (metric tons CO2e)

197,815

Start date

January 1, 2020

End date

December 31, 2020

Comment

2020 Reporting Year Scope 1 Emissions
This reported value is a slight modification to prior year CDP submissions

Past year 3

Gross global Scope 1 emissions (metric tons CO2e)

226,553

Start date

January 1, 2019

End date

December 31, 2019

Comment

2019 Reporting Year Scope 1 Emissions
This reported value is a slight modification to prior year CDP submissions

C6.2

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

Row 1

Scope 2, location-based

We are reporting a Scope 2, location-based figure

Scope 2, market-based

We are reporting a Scope 2, market-based figure

Comment

This is the third year that Textron is reporting market-based scope 2 emissions in additional to location-based scope 2 emissions. In 2022, we realized lower market-based scope 2 emissions primarily as a result of the environmental attribute benefits from the Textron Aviation wind-energy agreement which commenced in 2021. In addition to the Textron Aviation wind-energy agreement benefits for facilities in Kansas, USA, additional market-based emissions that resulted in favorable performance were also realized in 2022 for Kautex's facilities in Germany, Brazil, Romania, China, Mexico and the UK . The majority of our remaining facilities used the residual mix factors for the

market-based analysis. In instances where regional market-based factors were not available, the location-based emission factor was used.

C6.3

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

Reporting year

Scope 2, location-based

322,740

Scope 2, market-based (if applicable)

171,132

Start date

January 1, 2022

End date

December 31, 2022

Comment

2022 Reporting Year Scope 2 Emissions

Past year 1

Scope 2, location-based

319,083

Scope 2, market-based (if applicable)

230,247

Start date

January 1, 2021

End date

December 31, 2021

Comment

2021 Reporting Year Scope 2 Emissions
This reported value is a slight modification to prior year CDP submissions

Past year 2

Scope 2, location-based

303,958

Scope 2, market-based (if applicable)

339,339

Start date

January 1, 2020

End date

December 31, 2020

Comment

2020 Reporting Year Scope 2 Emissions
This reported value (location based) is a slight modification to prior year CDP submissions

Past year 3

Scope 2, location-based

336,176

Scope 2, market-based (if applicable)

451,908

Start date

January 1, 2019

End date

December 31, 2019

Comment

2019 Reporting Year Scope 2 Emissions
This reported value (location based) is a slight modification to prior year CDP submissions

C6.4

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

Yes

C6.4a

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

Source of excluded emissions

Locations with less than 25 employees

Scope(s) or Scope 3 category(ies)

Scope 1
Scope 2 (location-based)

Scope 2 (market-based)

Relevance of Scope 1 emissions from this source

Emissions are not relevant

Relevance of location-based Scope 2 emissions from this source

Emissions are not relevant

Relevance of market-based Scope 2 emissions from this source

Emissions are not relevant

Relevance of Scope 3 emissions from this source

Date of completion of acquisition or merger

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

1

Estimated percentage of total Scope 3 emissions this excluded source represents

Explain why this source is excluded

Locations with less than 25 employees are not included. We have calculated emissions for these locations and they are immaterial to Textron's total emissions.

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

The estimated percentage of total Scope 1+2 emissions excluded above based on the 25 employee headcount criteria is likely an overestimate based on review of actual data.

C6.5

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

Purchased goods and services

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

471,925

Emissions calculation methodology

Hybrid method

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

30

Please explain

The information provided above for this Scope 3 Purchased goods and services category is specific for our Kautex Business Unit only. Mixed method of primary in house data from part level with purchase orders on material amount in weight (kg) with supplier data on material type (if applicable) and request on emission factors for material (as new part of Supply Chain Member Kautex started to collect supplier data in 2022). Emission factor data on used electricity for supplier manufacturing as well as material were drawn from life-cycle assessment (LCA) secondary data sources.

Capital goods

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO2e)

10,994

Emissions calculation methodology

Average product method

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

20

Please explain

The information provided above for this Scope 3 Capital goods category is specific for our Kautex Business Unit only. Mixed method of primary in house data from purchase orders of machines and equipment where for each part the product carbon footprint was calculated which combined are representing a production line. Data are from 2019 as this category was deemed not relevant for annual re-calculation due to its share of 1% of Scope 3 emissions. Activity data is from internal sources, emission factors were drawn from life-cycle assessment (LCA) secondary data sources.

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

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

130,387

Emissions calculation methodology

Hybrid method

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

100

Please explain

Scope 3 Fuel-and-energy-related emissions (not included in Scope 1 or 2) were calculated in accordance with the Greenhouse Gas Protocol. Fuel volumes were multiplied by BEIS Scope 3 WTT emission factors by fuel type. Electricity consumption data was multiplied by EPA, EC, UN, and BEIS Scope 3 T&D emission factors, depending on the site's country, to obtain overall transmission and distribution losses.

Upstream transportation and distribution

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

43,296

Emissions calculation methodology

Distance-based method

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

30

Please explain

The information provided above for this Scope 3 Upstream transportation and distribution category is specific for our Kautex Business Unit only. Based on 2019 transports on road, sea and air in regions Europe, Asia, America with transport distances between supplier and Kautex plants given partially by supplier, partially based on own calculations. Weight of transportation goods multiplied with distances and external emission factors used to calculate distance based emissions.

Waste generated in operations

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO2e)

12,550

Emissions calculation methodology

Hybrid method

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

100

Please explain

Where waste (landfilled or recycled) figures have not been available, these have been estimated for each facility based on the divisions actual 2022 average waste figure prorated by the facility's FTE with the exception of Textron Financial. For Textron

Financial, no actual waste data was available, therefore, waste has been estimated based on Textron's overall average waste figure prorated by the facility's FTE. Waste figures subsequently have been aggregated by type of waste per country and multiplied by the appropriate emission factor.

Business travel

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

17,238

Emissions calculation methodology

Supplier-specific method

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

100

Please explain

2022 Scope 3 Business travel emissions were provided by Textron's travel coordination vendor.

Employee commuting

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

76,564

Emissions calculation methodology

Hybrid method

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

100

Please explain

The employee commuting value is estimated based on the typical rate of commuting modes used in the UK (APS, 2015) and US (BTS, 2015), assuming the EU mode and rate is equal to the UK and the Rest of the World (ROW) mode and rate is an average of the UK and US rate and mode of commuting. These values are then respectively multiplied by the average commuting return distance in the UK (ONS, 2011) and US (NRC, 2003) assuming the EU return distance is equal to the UK and the ROW distance is an average of the UK and US return commuting distance. Commuting distances subsequently have been aggregated by mode per country and multiplied by the appropriate emission factors.

Upstream leased assets

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO2e)

0

Emissions calculation methodology

Spend-based method

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

0

Please explain

The information provided above for this Scope 3 Upstream leased assests category is specific for our Kautex Business Unit only. Car pool fuel consumption already included in Scope 1 mobile emissions, beyond that no significant leased assets and resulting emissions.

Downstream transportation and distribution

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO2e)

43,296

Emissions calculation methodology

Distance-based method

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

0

Please explain

The information provided above for this Scope 3 Downstream transportation and distribution category is specific for our Kautex Business Unit only. High level screening of emissions based on upstream transportation emissions.

Processing of sold products

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO2e)

24,573

Emissions calculation methodology

Average data method

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

20

Please explain

The information provided above for this Scope 3 Processing of sold products category is specific for our Kautex Business Unit only. Based on Scope 1+2 % of production emissions in average OEM vehicle allocated to Kautex product by weight/ vehicle weight.

Use of sold products

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO2e)

3,873,000

Emissions calculation methodology

Methodology for indirect use phase emissions, please specify

The indirect use of sold products is optional category. Based on use phase emissions in average OEM vehicle alloacted to Kautex product by weight from vehicle weight.

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

20

Please explain

The information provided above for this Scope 3 Use of sold products category is specific for our Kautex Business Unit only. No direct GHG emissions. The indirect use of sold products is optional category. Based on use phase emissions in average OEM vehicle alloacted to Kautex product by weight from vehicle weight.

End of life treatment of sold products

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO2e)

177,552

Emissions calculation methodology

Waste-type-specific method

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

20

Please explain

The information provided above for this Scope 3 End of life treatment of sold products category is specific for our Kautex Business Unit only. Based on treatment of representative products from each Kautex business unit with recycling, disposal and incineration with energy recovery of raw material quantities from annual production volume of all goods. Emission factors from external sources.

Downstream leased assets

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO2e)

0

Emissions calculation methodology

Average data method

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

0

Please explain

The information provided above for this Scope 3 Downstream leased assets category is specific for our Kautex Business Unit only. No downstream leased assets

Franchises

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO2e)

0

Emissions calculation methodology

Average data method

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

0

Please explain

The information provided above for this Scope 3 Franchises category is specific for our Kautex Business Unit only. No franchises.

Investments

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO2e)

0

Emissions calculation methodology

Average data method

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

0

Please explain

The information provided above for this Scope 3 Investments category is specific for our Kautex Business Unit only. No investments

Other (upstream)

Evaluation status

Not evaluated

Please explain

Not applicable

Other (downstream)

Evaluation status

Not evaluated

Please explain

Not applicable

C6.5a

(C6.5a) Disclose or restate your Scope 3 emissions data for previous years.

Past year 1

Start date

January 1, 2021

End date

December 31, 2021

Scope 3: Purchased goods and services (metric tons CO2e)

485,000

Scope 3: Capital goods (metric tons CO2e)

4,700

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

147,847

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

43,300

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

12,872

Scope 3: Business travel (metric tons CO2e)

10,896

Scope 3: Employee commuting (metric tons CO2e)

61,267

Scope 3: Upstream leased assets (metric tons CO2e)

800

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

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

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

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

Scope 3: Downstream leased assets (metric tons CO2e)

Scope 3: Franchises (metric tons CO2e)

Scope 3: Investments (metric tons CO2e)

Scope 3: Other (upstream) (metric tons CO2e)

Scope 3: Other (downstream) (metric tons CO2e)

Comment

Value reported for Purchased Goods and Services, Capital Goods category is for our Kautex Business unit only. All other completed values reported are for the entire Textron Inc. enterprise. Scope 3 values for categories that were not completed were not calculated.

Past Year 1 Employee commuting value has been restated for the 2022 reporting year due to identification of an error. The previously stated value of 236 MT CO2e has been changed to 61,267 MT CO2e.

Past year 2

Start date

January 1, 2020

End date

December 31, 2020

Scope 3: Purchased goods and services (metric tons CO2e)

540,000

Scope 3: Capital goods (metric tons CO2e)

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

153,104

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

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

13,207.8

Scope 3: Business travel (metric tons CO2e)

9,344

Scope 3: Employee commuting (metric tons CO2e)

28,861

Scope 3: Upstream leased assets (metric tons CO2e)

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

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

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

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

Scope 3: Downstream leased assets (metric tons CO2e)

Scope 3: Franchises (metric tons CO2e)

Scope 3: Investments (metric tons CO2e)

Scope 3: Other (upstream) (metric tons CO2e)

Scope 3: Other (downstream) (metric tons CO2e)

Comment

Value reported for Purchased Goods and Services category is for our Kautex Business unit only. All other completed values reported are for the entire Textron Inc. enterprise. Scope 3 values for categories that were not completed were not calculated.

Past Year 2 Employee commuting value has been restated for the 2022 reporting year due to identification of an error. The previously stated value of 222 MT CO2e has been changed to 28,861 MT CO2e.

Past year 3

Start date

January 1, 2019

End date

December 31, 2019

Scope 3: Purchased goods and services (metric tons CO2e)

570,000

Scope 3: Capital goods (metric tons CO2e)

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

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

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

14,036.7

Scope 3: Business travel (metric tons CO2e)

32,185

Scope 3: Employee commuting (metric tons CO2e)

83,477

Scope 3: Upstream leased assets (metric tons CO2e)

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

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

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

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

Scope 3: Downstream leased assets (metric tons CO2e)

Scope 3: Franchises (metric tons CO2e)

Scope 3: Investments (metric tons CO2e)

Scope 3: Other (upstream) (metric tons CO2e)

Scope 3: Other (downstream) (metric tons CO2e)

Comment

Value reported for Purchased Goods and Services category is for our Kautex Business unit only. All other values reported are for the entire Textron Inc. enterprise. Scope 3 values for categories that were not completed were not calculated.

Past Year 3 Employee commuting value has been restated for the 2022 reporting year due to identification of an error. The previously stated value of 321.64 MT CO2e has been changed to 83,477 MT CO2e.

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

0.0341

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

439,362

Metric denominator

unit total revenue

Metric denominator: Unit total

12,869,000,000

Scope 2 figure used

Market-based

% change from previous year

7

Direction of change

Decreased

Reason(s) for change

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

Please explain

In 2022, Textron's gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue was 0.0341 - (2022 Scope 1 Emissions (268,230) + 2022 Scope 2 Emissions (171,132) / 2022 Revenue (units of thousand dollars) 12,869,000).

The percent change is based on the following calculation: 2021 GHG Intensity (0.0366) - 2022 GHG Intensity (0.0341) / 2021 GHG Intensity (0.0366) x 100 = -7%

C7. Emissions breakdowns

C7.1

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

No

C7.2

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

Country/area/region	Scope 1 emissions (metric tons CO2e)
Belgium	83
Canada	5,481
China	15
Czechia	520
United Kingdom of Great Britain and Northern Ireland	1,305

France	11
Germany	1,705
India	16
Japan	0
Mexico	2,650
Romania	10
Singapore	0
Spain	19
Sweden	117
Switzerland	0
United States of America	256,298
Australia	0
Brazil	0

C7.3

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

By business division

C7.3a

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

Business division	Scope 1 emissions (metric ton CO2e)
Bell Helicopter	36,984
Corporate Centers	2,248
Kautex	39,197
Textron Aviation	80,744
Textron Specialized Vehicles	12,008
Textron Systems	97,049

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

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

	Gross Scope 1 emissions, metric tons CO2e	Comment
Transport OEM activities	39,197	The value entered represents the Scope 1 emissions for our Kautex business unit.

C7.5

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

Country/area/region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Belgium	832	60
Canada	597	632
China	16,508	0
Czechia	5,128	140
France	12	14
Germany	14,978	154
India	1,727	1,803
Mexico	18,632	11,860
Singapore	849	850
Spain	862	291
United States of America	257,368	149,862
Romania	518	0
Australia	57	60
Brazil	325	0
Japan	2,451	2,442
Switzerland	7	9
United Kingdom of Great Britain and Northern Ireland	1,886	3,004
Sweden	3	14

C7.6

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

By business division

C7.6a

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

Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Bell Helicopter	69,528	75,712
Textron Aviation	125,674	21,465
Corporate Centers	1,580	1,667
Textron Specialized Vehicles	13,839	13,581
Kautex	99,539	46,176
Textron Systems	12,580	12,531

C7.7

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

No

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

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

	Scope 2, location-based, metric tons CO2e	Scope 2, market-based (if applicable), metric tons CO2e	Comment
Transport OEM activities	99,539	46,167	The values entered represent the Scope 2 emissions for our Kautex business unit.

C-TO7.8

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

Activity

Light Duty Vehicles (LDV)

Emissions intensity figure

0.0000404

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

2,378

Metric denominator

p.mile

Metric denominator: Unit total

58,852,800

% change from previous year

12.5

Vehicle unit sales in reporting year

36,600

Vehicle lifetime in years

7

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

29,426,400

Load factor

A load factor of 2 passengers/vehicle was used for this example

Please explain the changes, and relevant standards/methodologies used

The estimated information above is for E-Z-GO ELiTE series vehicles and based on information contained within Textron's Corporate Responsibility Report, US EPA egrid factor information and published searches on golf cart use. Between 2017 and 2022, approximately 220,000 ELiTE series vehicles were in service. An average annual rate of approximately 36,600 units was therefore used in the calculation. Each vehicle is estimated to be used for 201 rounds of golf annually and an estimated value of 4 miles per round of golf was used. Each round of golf with an ELiTE RXV golf cart is estimated to use 0.83 kWh of electricity. This equates to approximately 6,106,000 kWh/year of electricity for ELiTE series golf carts that went into service in 2022. Using the average egrid emission factor of the United States of 857.02 lbs CO2e/MWh results in a total emissions value of 2378 Metric Tons CO2e for the 36,600 units. Assuming 2 people ride in the series golf cart during the 201 rounds of golf played annually and an average distance of 4 miles per round, a total of 58,852,800 passenger miles was used for the calculation. Dividing the estimated emissions for the 36,600 units by the total passenger miles results in an intensity figure of 0.0000387 Metric Tons of CO2e/Passenger mile.

C7.9

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

Decreased

C7.9a

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

	Change in emissions (metric tons CO2e)	Direction of change in emissions	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	41,099	Decreased	9	Estimated greenhouse gas emissions reductions resulting from increased renewable electricity consumption in 2022. Total emissions reductions from increased use of renewable electricity = (-41,099)/total 2021 emissions (452,564) * 100 = -9% change.
Other emissions reduction activities	2,904	Decreased	1	Estimated greenhouse gas emissions reductions resulting from implementation of energy efficiency projects in 2022. Total emissions reductions from increased used of renewable electricity = (-2,904)/total 2021 emissions (452,564) * 100 = -1% change.
Divestment	0	No change	0	
Acquisitions	2,053	Increased	0.5	Estimated greenhouse gas emissions increase from new facilities that reported greenhouse gas emission data for the first time in 2022. Total emissions increase from facilities reporting greenhouse gas emission data for the first time in 2022 = (2,053)/total 2021 emissions (452,564) * 100 = 0.5% change.
Mergers	0	No change	0	
Change in output	40,463	Increased	9	Estimated greenhouse gas emissions increase resulting from increase use of Jet Fuel consumption at Textron

				Systems ATAC business in 2022 as compared to 2021. Total emissions increase = (40,463)/total 2021 emissions (452,564) * 100 = 9% change.
Change in methodology	0	No change	0	
Change in boundary	0	No change	0	
Change in physical operating conditions	0	No change	0	
Unidentified	11,715	Decreased	3	Estimated greenhouse gas emissions decrease resulting from unidentified sources (most likely changes in market-based residual mix emission factors in 2022 as compared to 2021. Total emissions decrease = (-11,715)/total 2021 emissions (452,564) * 100 = -3% change.
Other				

C7.9b

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

Market-based

C8. Energy

C8.1

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

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

C8.2

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

	Indicate whether your organization undertook this energy-related activity in the reporting year

Consumption of fuel (excluding feedstocks)	Yes
Consumption of purchased or acquired electricity	Yes
Consumption of purchased or acquired heat	No
Consumption of purchased or acquired steam	No
Consumption of purchased or acquired cooling	No
Generation of electricity, heat, steam, or cooling	Yes

C8.2a

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

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	Unable to confirm heating value	0	645,083	645,083
Consumption of purchased or acquired electricity		355,486	452,496	807,982
Consumption of self-generated non-fuel renewable energy		685		685
Total energy consumption		356,171	1,097,579	1,453,750

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	Yes
Consumption of fuel for co-generation or tri-generation	No

C8.2c

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

Sustainable biomass

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of heat

0

MWh fuel consumed for self-generation of cooling

0

Comment

Textron did not use sustainable biomass as a fuel in 2022

Other biomass

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of heat

0

MWh fuel consumed for self-generation of cooling

0

Comment

Textron did not use Other biomass as a fuel in 2022

Other renewable fuels (e.g. renewable hydrogen)

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of heat

0

MWh fuel consumed for self-generation of cooling

0

Comment

Textron did not use Other renewable fuels as a fuel in 2022

Coal

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of heat

0

MWh fuel consumed for self-generation of cooling

0

Comment

Textron did not use Coal as a fuel for energy in 2022. As a clarification, Coke was used as a feedstock in facility that operates a blast furnace to produce automotive engine parts.

Oil

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

1,019

MWh fuel consumed for self-generation of heat

1,019

MWh fuel consumed for self-generation of cooling

0

Comment

25,026 gallons of fuel oil was used at Textron facilities in 2022 for the generation of heat. 25,026 gallons x 0.0407 MWh/gallon = 1,019 MWh

Gas

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

633,519

MWh fuel consumed for self-generation of heat

633,519

MWh fuel consumed for self-generation of cooling

0

Comment

21,616,566.9 ccf of natural gas was used at Textron facilities in 2022 for the generation of heat. 21,616,566.9 ccf x 0.029MWh/ccf = 633,519

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

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

10,685

MWh fuel consumed for self-generation of heat

10,685

MWh fuel consumed for self-generation of cooling

0

Comment

381,748 gallons of propane was consumed by Textron facilities in 2022 for the generation of heat. 381,748 gallons x 0.02799 MWh/gallons = 10,685 MWh

Total fuel

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

645,083

MWh fuel consumed for self-generation of heat

645,083

MWh fuel consumed for self-generation of cooling

0

Comment

Value is a sum of the individual fuel calculations shown directly above.

C8.2d

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

	Total Gross generation (MWh)	Generation that is consumed by the organization (MWh)	Gross generation from renewable sources (MWh)	Generation from renewable sources that is consumed by the organization (MWh)
Electricity	685	685	685	685
Heat	645,083	645,083	0	0
Steam	0	0	0	0
Cooling	0	0	0	0

C8.2e

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

Country/area of low-carbon energy consumption

United States of America

Sourcing method

Physical power purchase agreement (physical PPA) with a grid-connected generator

Energy carrier

Electricity

Low-carbon technology type

Wind

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

234,163

Tracking instrument used

US-REC

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

United States of America

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

Yes

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

2021

Comment

Country/area of low-carbon energy consumption

Germany

Sourcing method

Unbundled procurement of energy attribute certificates (EACs)

Energy carrier

Electricity

Low-carbon technology type

Hydropower (capacity unknown)

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

47,849

Tracking instrument used

Contract

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

Germany

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

Yes

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

2022

Comment

Kautex facilities in Germany purchased renewable electricity from the energy provider to offset all 2022 Scope 2 emissions for those facilities.

Country/area of low-carbon energy consumption

China

Sourcing method

Unbundled procurement of energy attribute certificates (EACs)

Energy carrier

Electricity

Low-carbon technology type

Wind

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

24,348

Tracking instrument used

I-REC

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

China

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

Yes

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

2015

Comment

Kautex facilities in China purchased renewable electricity from the energy provider to offset all 2022 Scope 2 emissions for those facilities.

Country/area of low-carbon energy consumption

Romania

Sourcing method

Default delivered electricity from the grid (e.g. standard product offering by an energy supplier) from a grid that is 95% or more low-carbon and where there is no mechanism for specifically allocating low-carbon electricity

Energy carrier

Electricity

Low-carbon technology type

Wind

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

1,892

Tracking instrument used

No instrument used

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

Romania

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

Yes

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

2022

Comment

Our Kautex plant in Romania is located on a Ford Motor Company campus. Our plant receives electricity through an agreement with Ford and Ford has confirmed that it procures 100% renewable electricity for it's Romania campus. The exact low-carbon technology is not known.

Country/area of low-carbon energy consumption

Brazil

Sourcing method

Retail supply contract with an electricity supplier (retail green electricity)

Energy carrier

Electricity

Low-carbon technology type

Hydropower (capacity unknown)

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

3,477

Tracking instrument used

GO

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

Brazil

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

Yes

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

2022

Comment

Country/area of low-carbon energy consumption
Czechia

Sourcing method
Unbundled procurement of energy attribute certificates (EACs)

Energy carrier
Electricity

Low-carbon technology type
Wind

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)
15,657

Tracking instrument used
GO

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

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

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)
2022

Comment
Kautex facilities in Czechia purchased renewable electricity from the energy provider to offset all 2022 Scope 2 emissions for those facilities. The exact low-carbon technology is not known.

Country/area of low-carbon energy consumption
Mexico

Sourcing method
Unbundled procurement of energy attribute certificates (EACs)

Energy carrier
Electricity

Low-carbon technology type

Wind

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

19,995

Tracking instrument used

I-REC

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

Mexico

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

Yes

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

2014

Comment

Kautex facilities in Mexico purchased renewable electricity from the energy provider to offset all 2022 Scope 2 emissions for those facilities. The exact low-carbon technology is not known.

Country/area of low-carbon energy consumption

Belgium

Sourcing method

Unbundled procurement of energy attribute certificates (EACs)

Energy carrier

Electricity

Low-carbon technology type

Solar

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

5,642

Tracking instrument used

GO

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

Belgium

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

No

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

Comment

The Kautex facility in Belgium purchased renewable electricity from the energy provider to offset all 2022 Scope 2 emissions for those facilities. The exact low-carbon technology is not known.

Country/area of low-carbon energy consumption

Spain

Sourcing method

Unbundled procurement of energy attribute certificates (EACs)

Energy carrier

Electricity

Low-carbon technology type

Solar

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

4,100

Tracking instrument used

GO

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

Spain

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

No

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

Comment

The Kautex facility in Spain purchased renewable electricity from the energy provider to offset all 2022 Scope 2 emissions for those facilities. The exact low-carbon technology is not known.

C8.2g

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

Country/area
United States of America

Consumption of purchased electricity (MWh)
605,326

Consumption of self-generated electricity (MWh)
0

Consumption of purchased heat, steam, and cooling (MWh)
587,460

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

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

1,192,786

Country/area
Brazil

Consumption of purchased electricity (MWh)
3,477

Consumption of self-generated electricity (MWh)
0

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

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

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

3,477

Country/area
Australia

Consumption of purchased electricity (MWh)

84

Consumption of self-generated electricity (MWh)

0

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

0

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

0

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

84

Country/area

Belgium

Consumption of purchased electricity (MWh)

5,048

Consumption of self-generated electricity (MWh)

0

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

335

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

0

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

5,383

Country/area

Canada

Consumption of purchased electricity (MWh)

32,714

Consumption of self-generated electricity (MWh)

0

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

22,922

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

0

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

55,636

Country/area

China

Consumption of purchased electricity (MWh)

26,734

Consumption of self-generated electricity (MWh)

0

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

0

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

0

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

26,734

Country/area

Czechia

Consumption of purchased electricity (MWh)

12,472

Consumption of self-generated electricity (MWh)

0

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

2,353

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

0

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

14,825

Country/area

United Kingdom of Great Britain and Northern Ireland

Consumption of purchased electricity (MWh)

9,614

Consumption of self-generated electricity (MWh)

0

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

6,107

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

0

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

15,721

Country/area

France

Consumption of purchased electricity (MWh)

240

Consumption of self-generated electricity (MWh)

0

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

0

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

0

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

240

Country/area

Germany

Consumption of purchased electricity (MWh)

47,904

Consumption of self-generated electricity (MWh)

0

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

6,185

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

0

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

54,089

Country/area

India

Consumption of purchased electricity (MWh)

2,494

Consumption of self-generated electricity (MWh)

0

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

0

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

0

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

2,494

Country/area

Japan

Consumption of purchased electricity (MWh)

5,014

Consumption of self-generated electricity (MWh)

0

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

0

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

0

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

5,014

Country/area

Mexico

Consumption of purchased electricity (MWh)

46,610

Consumption of self-generated electricity (MWh)

0

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

12,760

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

0

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

59,370

Country/area

Romania

Consumption of purchased electricity (MWh)

1,892

Consumption of self-generated electricity (MWh)

0

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

0

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

0

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

1,892

Country/area

Singapore

Consumption of purchased electricity (MWh)

2,203

Consumption of self-generated electricity (MWh)

0

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

0

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

0

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

2,203

Country/area
Spain

Consumption of purchased electricity (MWh)
5,590

Consumption of self-generated electricity (MWh)
685

Consumption of purchased heat, steam, and cooling (MWh)
59

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

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

6,334

Country/area
Sweden

Consumption of purchased electricity (MWh)
278

Consumption of self-generated electricity (MWh)
0

Consumption of purchased heat, steam, and cooling (MWh)
623

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

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

901

Country/area
Switzerland

Consumption of purchased electricity (MWh)

287

Consumption of self-generated electricity (MWh)

0

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

0

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

0

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

287

C-TO8.5

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

Activity

Light Duty Vehicles (LDV)

Metric figure

80.7

Metric numerator

gCO2e

Metric denominator

Use phase: Vehicle.mile

Metric numerator: Unit total

322.6

Metric denominator: Unit total

4

% change from previous year

-4.5

Please explain

The data above is based on use of an E-Z-GO RXV ELiTE golf cart. Based on available information, an E-Z-GO ELiTE RXV golf cart requires 0.83 kWh of electricity per round a golf. An average round of golf requires a golf cart to travel 4 miles. Using this information, the answer is obtained by taking the average emission rate for the United States of America per the US EPA EGrid data summary of 0.857 lbs CO2e/kWh and

converting the data to the required units of grams of CO2e/vehicle mile. The -4.5% change from the previous year is based on an increase in the the average emission rate for the electricity generation in the United States of America per the US EPA EGrid data and not a decrease in performance in the E-Z-GO ELiTE RXV golf cart.

C9. Additional metrics

C9.1

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

Description
Waste

Metric value
50,033,646

Metric numerator
Waste disposed in lbs

Metric denominator (intensity metric only)
No denominator - Value provided is a total value.

% change from previous year
3.3

Direction of change
Decreased

Please explain
Ongoing efforts to minimize waste generation at Textron facilities have resulted in a year over year decrease in waste disposal volume.

Description
Energy usage

Metric value
5,258,178

Metric numerator
Total use energy in mmbtu

Metric denominator (intensity metric only)
No denominator - Value provided is a total value.

% change from previous year
4.02

Direction of change

Increased

Please explain

Increase production at Textron facilities in 2022 resulted in an increase in overall energy consumption at our facilities.

Description

Other, please specify

recycling

Metric value

64,714,333

Metric numerator

Total Recycling (lbs)

Metric denominator (intensity metric only)

No denominator - Value provided is a total value.

% change from previous year

0.5

Direction of change

Increased

Please explain

The total amount of materials recycled in 2022 at Textron facilities was slightly greater than the corresponding value for 2021.

C-TO9.3/C-TS9.3

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

Activity

Light Duty Vehicles (LDV)

Metric

Production

Technology

Battery electric vehicle (BEV)

Metric figure

36,666

Metric unit

Units

Explanation

As of year-end 2022, more than 220,000 E-Z-GO ELiTE golf car vehicles were in service at more than 2,000 private golf facilities worldwide. ELiTE vehicles were first introduced in 2017 and have therefore been in production for 6 years as of the end of 2022. The figure shown above therefore represents an approximation of vehicles sold in 2022 assuming a consistent level of sales over the 6 year period.

On average, most golf cars complete 201 rounds of golf annually which translates to an estimated savings of approximately 29,000,000 kWh annually compared to lead-acid battery powered vehicles. According to the Environmental Protection Agency, this energy savings is equal to:
• 20,500 metric tons of CO2 emissions
• 22.7 million pounds of coal burned;
• 2.3 million gallons of gasoline consumed;
• 47,500 barrels of oil consumed;
• 4,000 homes' electricity use for one year;
• Enough power to drive 4,400 passenger vehicles for one year

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

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

	Investment in low-carbon R&D	Comment
Row 1	Yes	Over the past few years Technology and Innovation teams at Textron's Bell business unit have been developing the Autonomous Pod Transport (APT) to offer convenient, safe and environmentally beneficial ways to move cargo. This all electric autonomous test vehicle carries a maximum payload of 100 pounds and is designed to be used for business operations, cargo movement and battlefield resource resupply. To position itself to be a leader in providing the necessary battery casings to automakers for the growing BEV market, Kautex is currently investing significant efforts in bringing to market a molded plastic battery casing, which is approximately 60% lighter than metal casings. The reduced weight of the plastic battery casing improves the range of the BEV, provides an opportunity to adjust chassis components such as suspension and brake systems and also increases payload capacity. In addition to these opportunities, the

		reduced weight of the plastic battery casings also reduces CO2 emissions as well as energy consumption along the complete supply chain. Furthermore, to build on this sustainable aviation initiative, Textron acquired Pipistrel in April 2022. Pipistrel's Velis Electro is the world's first, and currently only, electric aircraft to receive full type-certification from the European Union Aviation Safety Agency (EASA) and has received UK Civil Aviation Authority (UK CAA) type certification. As a Textron company, Pipistrel will have access to greater resources, technical and regulatory expertise and a global aircraft sales and support network, enabling it to accelerate its development and certification of electric and hybrid electric aircraft. Textron GSE announced a collaboration with GM and Powertrain Control Solutions (PCS) to electrify its diverse product line. This integrated driveline, specifically designed for Textron GSE products, utilizes GM's lithium-ion battery systems. This is enabling Textron GSE to broaden its electric product offering across its TUG, Premier, Douglas and Safeaero brands, including the launch of the new TUG Endurance baggage/cargo tractor available with a lithium-ion electric powertrain.

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

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

Activity

Light Duty Vehicles (LDV)

Technology area

Materials

Stage of development in the reporting year

Large scale commercial deployment

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

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

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

Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

Our Kautex business has been focused on technological improvements within its fuel system and battery casing products to help their automotive OEM customers produce and sell more environmentally friendly vehicles. The continued focus on carbon-dioxide (CO2) reduction is driving many automotive OEMs to look at the electrification of vehicles. These more complex fuel tank applications in hybrid vehicles require closed fuel systems with a higher internal pressure which causes massive deformations on un-reinforced plastic tanks. The first generation of fuel systems hybrid technology was equipped with a thick-wall steel tank because standard plastic tanks could not handle the impact of the pressurization. In 2015, Kautex was first to market with two plastic tank solutions that met the pressurization requirements. These systems boasted a reduction in weight of more than five kilograms when compared to pressurized steel tanks.

To position itself to be a leader in providing the necessary battery casings to automakers for the growing BEV market, Kautex is currently investing significant efforts in bringing to market a molded plastic battery casing, which is approximately 60% lighter than metal casings. The reduced weight of the plastic battery casing improves the range of the BEV, provides an opportunity to adjust chassis components such as suspension and brake systems and also increases payload capacity. In addition to these opportunities, the reduced weight of the plastic battery casings also reduces CO2 emissions as well as energy consumption along the complete supply chain.

The R&D investment percentages shown above are estimated values for the purposes of this CDP submittal.

Activity

Aviation

Technology area

Alternative fuels

Stage of development in the reporting year

Full/commercial-scale demonstration

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

25

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

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

25

Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

In March 2021 Textron launched a new initiative to focus on the research and development of electrically powered aircraft. While the company is in the early stages of

evaluating the viability of the technology required to create electrically-powered aircraft (fixed wing or rotor craft) that would meet the needs of customers, the environmental benefits of such technology would mirror the impacts that hybrid electric or battery electric technology is having on the automobile market. To further build on this sustainable aviation initiative, Textron acquired Pipistrel in April 2022. Pipistrel's Velis Electro is the world's first, and currently only, electric aircraft to receive full type-certification from the European Union Aviation Safety Agency (EASA) and has received UK Civil Aviation Authority (UK CAA) type certification. As a Textron company, Pipistrel will have access to greater resources, technical and regulatory expertise and a global aircraft sales and support network, enabling it to accelerate its development and certification of electric and hybrid electric aircraft. Pipistrel is now part of Textron's newly created business segment, Textron eAviation, which includes research and development initiatives related to sustainable aviation solutions. Textron eAviation will pursue Textron's long-term strategy to offer a family of sustainable aircraft for urban air mobility, general aviation, cargo and special mission roles.

The R&D investment percentages shown above are estimated values for the purposes of this CDP submittal.

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

app_c_ver_stmt_fnl_2022ry_textron_20230721_signed.pdf

Page/ section reference

Page 2 of 4

Relevant standard

ISO14064-3

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

app_c_ver_stmt_fnl_2022ry_textron_20230721_signed.pdf

Page/ section reference

Page 2 of 4

Relevant standard

ISO14064-3

Proportion of reported emissions verified (%)

100

Scope 2 approach

Scope 2 market-based

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Limited assurance

Attach the statement

app_c_ver_stmt_fnl_2022ry_textron_20230721_signed.pdf

Page/ section reference

Page 2 of 4

Relevant standard

ISO14064-3

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: 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

app_c_ver_stmt_fnl_2022ry_textron_20230721_signed.pdf

Page/section reference

Page 2 of 4

Relevant standard

ISO14064-3

Proportion of reported emissions verified (%)

100

C10.2

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

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)?

Yes

C11.1a

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

Germany ETS

C11.1b

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

Germany ETS

% of Scope 1 emissions covered by the ETS

5

% of Scope 2 emissions covered by the ETS

0

Period start date

January 1, 2021

Period end date

December 31, 2025

Allowances allocated

0

Allowances purchased

0

Verified Scope 1 emissions in metric tons CO2e

39,197

Verified Scope 2 emissions in metric tons CO2e

46,175

Details of ownership

Other, please specify

Indirect carbon price attribution to Kautex as a consumer of process fossil fuel

Comment

While Textron's Kautex business has no ownership of the facility and therefore is not charged as a direct emitter for the cost of pollution, which are the producers directly, the costs are attributed indirectly to Kautex' German plants as a consumer of the processed natural gas. Although Kautex is not obliged to purchase emission rights for the greenhouse gas emissions from burning natural gas for heating, Kautex is impacted by the carbon price increase caused by the German ETS which are explicitly disclosed on the utility bill based on the German Brennstoffemissionshandelsgesetz (BEHG, engl.: German Fuel Emissions Trading Act).

C11.1d

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

Textron's Kautex business is our company's most internationally diverse operation with more than 30 facilities located in 14 countries. As such, Kautex has more exposure to carbon pricing systems. The following information in the rest of section 11 provides insight on Kautex's strategy with respect to complying with carbon pricing systems.

Carbon pricing has emerged as a key policy mechanism to drive greenhouse gas emissions reductions and mitigate the dangerous impacts of climate change. The number of jurisdictions with carbon pricing policies increases in different sectors of energy, mobility and industry which are directly and indirectly impacting Kautex. Kautex is tracking this regulations and ongoing directive scheming actions in key regions with facilities. In Europe a large number of carbon pricing mechanisms have been discussed which affect Kautex.
The European trading system (ETS) requires energy and aviation companies and the industry within Europe to buy emission rights in the form of certificates for each tonne of greenhouse gas emissions released. The price of an emission certificate is market-based and has increased to all time highs in the past 12 months depending on the supply of emission rights and complex interdependencies of material and energy markets. One result of this price increase is the reduction of coal used for the generation of electricity and an increased share of renewable energy. Kautex' European power providers are requested to share their electricity mixes annually where it can be seen that the share of renewables have increased in significant markets of Kautex, such as Germany. Although Kautex is not regulated directly by ETS, Kautex is impacted by increases in energy prices and prices for Energy Attribute Certificates (EAC) which are linked to ETS price indications. To adhere to Kautex' Scope 2 target and keep the sourcing of renewable electricity for Kautex plants, Kautex is securing EACs with longer time horizons to avoid EAC price fluctuations and Kautex is working on sourcing renewables in a long-term method for the future.

As of 2021, the German Federal Government has introduced CO2 pricing for the heating and transport sectors. Although Kautex is not obliged to purchase emission rights for the greenhouse gas emissions as Kautex has no ownership of the facility and therefore is not charged as a direct emitter for the cost of pollution, the costs are attributed indirectly to Kautex' German plants as a consumer of the processed natural gas. Kautex is impacted by the carbon price increase caused by the German ETS which are explicitly disclosed on the utility bill based on the German Brennstoffemissionshandelsgesetz (BEHG, engl.: German Fuel Emissions Trading Act). In 2021 the fixed price system per tonne of CO2 was €25. After that, the price gradually rises to €55 in 2025. A price corridor of at least €55 and a maximum of €65 will apply for 2026. Kautex is working on a reduction roadmap of fuels for heating to reduce overall emissions but also higher energy costs due to higher energy prices and expected increased carbon pricing.

C11.2

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

No

C11.3

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

Yes

C11.3a

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

Type of internal carbon price

Implicit price

How the price is determined

Price/cost of voluntary carbon offset credits
Cost of required measures to achieve emissions reduction targets
Benchmarking against peers

Objective(s) for implementing this internal carbon price

Drive energy efficiency
Drive low-carbon investment
Identify and seize low-carbon opportunities
Reduce supply chain emissions

Scope(s) covered

Scope 1
Scope 2
Scope 3 (upstream)

Pricing approach used – spatial variance

Uniform

Pricing approach used – temporal variance

Evolutionary

Indicate how you expect the price to change over time

The prices Kautex is using is varying depending on the perspective: looking from an implicit perspective prices can be between less than €5 to over €300 for a measure to save one tonne of carbon emissions where measures range from energy efficiency to renewable power and low carbon material solutions based on market data obtained by Kautex.

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

5

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

326

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

Procurement

Opportunity management

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

Yes, for some decision-making processes, please specify

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

Kautex is using an internal price on carbon in the shape of an implicit price to understand costs from reducing one tonne of CO2 in the application of sourcing renewable energy for Scope 1 and 2 and for Scope 3 in the sourcing of low-carbon material where the price of certificates are converted to a saving of one tonne of CO2 emissions as compared to current material prices.

The use of implicit carbon prices allows Kautex to assess opportunities of carbon reduction measures in a monetary value which supports Kautex in operative and strategic decisions on implementation of measures from low-hanging fruit to high-hanging fruit. As such the implicit price showcases opportunities in renewable energy purchases in different regions which differ widely, for example depending on regional political incentives and stakeholder demand.

Type of internal carbon price

Shadow price

How the price is determined

Alignment with the price of allowances under an Emissions Trading Scheme
Alignment with the price of a carbon tax

Objective(s) for implementing this internal carbon price

Navigate GHG regulations
Stakeholder expectations

Scope(s) covered

Scope 3 (upstream)
Scope 3 (downstream)

Pricing approach used – spatial variance

Differentiated

Pricing approach used – temporal variance

Evolutionary

Indicate how you expect the price to change over time

As the price range is large, Kautex is using public shadow prices to benchmark the implicit prices to current carbon pricing trends. As the ETS price is market driven and therefore volatile this value is used as an indicator for the carbon price trend.

As a company based in Germany, Kautex is using the German ETS price which has been fixed for a linear increase to 55 Euros per tonne of CO2 in 2025 as this is reflecting a higher CO2 price as some national averages.

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

54

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

163

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

Opportunity management
Value chain engagement

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

No

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

The use of shadow prices allows Kautex to assess carbon pricing trends locally and globally which are developing differently depending on pricing mechanisms, price ranges and sector implementation scopes. Therefore, the shadow price has a potential impact on implicit prices and monitored to make long-term strategic decisions. Beyond

that it allows Kautex to assess the potential of Kautex own emissions reductions for Kautex products and the impact that has for Kautex customers.

C12. Engagement

C12.1

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

Yes, our suppliers

Yes, our customers/clients

Yes, other partners in the value chain

C12.1a

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

Type of engagement

Information collection (understanding supplier behavior)

Details of engagement

Collect GHG emissions data at least annually from suppliers

% of suppliers by number

40

% total procurement spend (direct and indirect)

80

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

90

Rationale for the coverage of your engagement

The response for this sub-question is specific to our Kautex business only.

Kautex rationale for the coverage of the engagement to collect information on supplier environmental strategy and action was based on the company carbon footprint screening calculation for the base year 2019 which was done for Scope 1, 2 and upstream Scope 3 emissions. This showed that 80% of carbon emissions came from Scope 3. Within Scope 3 it showed that most emissions came from Purchased Goods and Services which made up around 85% of Scope 3 emissions and around 65% of total Scope 1 to 3 emissions.

Within the emissions from purchased goods, a carbon emission hot spot analysis was conducted for all suppliers based on their commodity which showed that less than 20% of suppliers cause more than 70% of estimated emissions. This was backed up by the share of those suppliers from total procurement spend including direct and indirect

suppliers which make up a high percentage.

The overall coverage was increased to 40% of all indirect and direct suppliers to target a wide range of all material suppliers which ensures that all strategic suppliers are in an engagement scope. Kautex has the goal to reduce 30% of Scope 3 supply chain emissions and become carbon neutral by 2050 which requires the engagement of a wide supplier base from early on while at the same time indirect suppliers which make up a small share of the overall procurement spend were not included due to expected low and non-relevant emissions.

Impact of engagement, including measures of success

Kautex started actively sharing its climate change ambitions with an overview of the company's carbon footprint, emission reduction targets and strategy to suppliers in 2021 during Kautex' annual meeting with the supplier base where the number of attendees surpassed 100 participants. Following that Kautex send out an internally drafted questionnaire to all strategic material suppliers asking for data on climate emissions, targets and strategies both on a company and product level where the supplier responses were tracked and collected to build up an internal database for supplier climate change information. As a measure of success for the engagement the response rate was tracked which was at 25% of contacted suppliers. However, Kautex has the target to increase the response rate to enrich the internal supplier database annually.

Therefore, Kautex has decided to join CDP external program starting in 2022 to actively gather climate change data. The monitored response rate for 2022 has increased in absolute numbers with a higher amount of suppliers participating in CDP.

Comment

The percentages provided above are estimates and reflect information for Textron's Kautex business only

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Type of engagement

Engagement & incentivization (changing supplier behavior)

Details of engagement

Run an engagement campaign to educate suppliers about climate change
Provide training, support, and best practices on how to make credible renewable energy usage claims
Provide training, support, and best practices on how to set science-based targets
Climate change performance is featured in supplier awards scheme

% of suppliers by number

40

% total procurement spend (direct and indirect)

80

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

90

Rationale for the coverage of your engagement

In 2021, Textron began an initiative centered around engaging with our suppliers on ESG metrics and reporting with the intent of better quantifying our Scope 3 emissions and lowering the overall carbon footprint of our supply chain by bringing supplier attention to these issues. Textron's corporate EHS department authored a letter directed to company suppliers that provided a summary about Textron's efforts to reduce greenhouse gas emissions and encouraged the suppliers to develop their own respective plans to reduce their emissions and if they are not doing so already, report data through the CDP platform. This letter was provided to the supply chain leads at our businesses for review and distribution to their suppliers. Some businesses provided the letter to all suppliers, while other selected a subset of the top suppliers to their business spend. Supplier engagement is a developing initiative for Textron.

In addition, specific to our Kautex business, Kautex's rationale for the coverage of the engagement to educate suppliers about climate change was based on the company carbon footprint screening calculation for the base year 2019 which was done for Scope 1, 2 and upstream Scope 3 emissions. This showed that 80% of carbon emissions came from Scope 3. Within Scope 3 it showed that most emissions came from Purchased Goods and Services which made up around 85% of Scope 3 emissions and around 65% of total Scope 1 to 3 emissions.
Within the emissions from purchased goods, a carbon emission hot spot analysis was conducted for all suppliers based on their commodity which showed that less than 20% of suppliers cause more than 70% of estimated emissions. This was backed up by the share of those suppliers from total procurement spend including direct and indirect suppliers which make up a high percentage.
The overall coverage was increased to 40% of all indirect and direct suppliers to target a wide range of all material suppliers which ensures that all strategic suppliers are in an engagement scope. Kautex has the goal to reduce 30% of Scope 3 supply chain emissions and become carbon neutral by 2050 which requires the engagement of a wide supplier base from early on while at the same time indirect suppliers which make up a small share of the overall procurement spend were not included due to expected low and non-relevant emissions.

Impact of engagement, including measures of success

Kautex started actively sharing its climate change ambitions with an overview of the company's carbon footprint, emission reduction targets and strategy to suppliers in 2021 during Kautex' annual meeting with the supplier base where the number of attendees surpassed 100 participants. Kautex communicated expectations towards the supplier's disclosure of their climate strategy. Beyond that, Kautex sustainable requirements were addressed as Kautex started the process of integrating climate related criteria in sourcing decisions for direct and indirect suppliers in 2021.
Additionally, Kautex started to include environmental questions in the annual supplier performance self-assessment which is mandatory.

Sustainability started to be addressed in strategic suppliers meetings which have been defined as emission critical through the Scope 3 hot spot analysis of Kautex which are held annually. Kautex emphasizes the importance of renewable energy, low-carbon products and processes to all suppliers.

As a measure of success for the engagement, Kautex is monitoring sustainability efforts presented during strategic supplier meetings with higher management and proactive sustainability initiatives presented to Kautex by supply chain partners.

Comment

The percentages provided above are estimates

Type of engagement

Innovation & collaboration (changing markets)

Details of engagement

Invest jointly with suppliers in R&D of relevant low-carbon technologies

% of suppliers by number

10

% total procurement spend (direct and indirect)

4

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

5

Rationale for the coverage of your engagement

The share of suppliers indicate partners with whom Kautex has strategic partnerships in the development of new products. Kautex is striving to increase the coverage in the future where new sustainable products which Kautex developed will take over the old core business. (All suppliers with JDA for Pentatonic e.g. Estamp, Lanxess for Horizon project)

Impact of engagement, including measures of success

Kautex has the target to source from suppliers who are working on sustainability with the focus of partners in the development of new battery housing products. The target is to collaborate long-term from the start to develop products with a lower carbon footprint due to low-carbon material. The success measure is indicated by numbers of established suppliers with whom Kautex is having a Joint Development Agreement.

Comment

The percentages provided above are estimates and reflect information for Textron's Kautex business only

C12.1b

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

Type of engagement & Details of engagement

Education/information sharing

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

% of customers by number

10

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

5

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

By responding to information requests that Textron receives through the CDP Supply Chain module, Textron is able to provide information to our customers that allows them to better account for greenhouse gas emissions associated with their products. This is of particular importance to Kautex's customers in the automotive OEM industry. By providing information to automotive OEM customers, Kautex is increasing the likelihood of securing future contracts by meeting the expectations of its customers relative to product emission information. In 2022, our Textron Specialized Vehicles business launched its Green Ambassador Program as part of its larger commitment to sustainability. To qualify as a Green Ambassador, a course measures its business initiatives on a numerical scale. Question topics in key sections include: 1) Habitat and water conservation, 2) Facilities and buildings, 3) Waste and recycling and 4) Education, advocacy and community outreach.

The % of customers value provided above is an estimate . The % of customer - related Scope 3 emissions as reported in C6.5 is an estimate

Impact of engagement, including measures of success

Textron continues to invest in research and development activities to meet customer expectations for more efficient products and parts that are incorporated into more efficient products that are manufactured by others. Some examples of this include: use of Sustainable Aviation Fuel on Textron Aviation aircraft, plastic fuel tanks for hybrid electric vehicles and plastic battery casings for fully electric vehicles at Kautex, electrified ground support vehicles for the aviation industry and the ELiTE series vehicles at E-Z-GO. Specific to the ELiTE series vehicles, energy efficiency information of ELiTE vehicles as compared to competitor models is presented on on E-Z-GO's website which informs customers about the environmental benefits of ownership/operation of an ELiTE vehicle.

C12.1d

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

Textron businesses engage with value chain partners on climate-related matters in several ways. For example, Textron supports organizations such as the General Aviation Manufacturers Association, National Business Aviation Association and the European Business Aviation Association in their work to improve access to and affordability of SAF and awareness of its benefits among operators.

C12.2

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

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

C12.2a

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

Climate-related requirement

Climate-related disclosure through a public platform

Description of this climate related requirement

The information in the response is specific to Textron's Kautex business only.

Kautex started actively sharing its climate change ambitions with an overview of the company's carbon footprint, emission reduction targets and strategy to suppliers in 2021 during Kautex' annual meeting with the supplier base where the number of attendees surpassed 100 participants. Following that Kautex send out an internally drafted questionnaire to all strategic material suppliers asking for data on climate emissions, targets and strategies both on a company and product level where the supplier responses were tracked and collected to build up an internal database for supplier climate change information.

Kautex has the target to increase the response rate to enrich the internal supplier database annually.

Therefore, Kautex has decided to join CDP external program starting in 2022 to actively gather additional climate change data.

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

80

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

40

Mechanisms for monitoring compliance with this climate-related requirement

Supplier self-assessment
Supplier scorecard or rating

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

Retain and engage

Climate-related requirement

Setting a low-carbon energy target

Description of this climate related requirement

The information in the response is specific to Textron's Kautex business only.

Kautex is integrating the target to use 100% renewable electricity in its sourcing requirements towards tier 1 suppliers as it is a key lever in scope 3 reduction of the company carbon footprint. Kautex has started to communicate this requirement in 2020, and drafted the first binding agreement where 100% renewable electricity and a carbon neutral commitment are being requested.

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

80

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

10

Mechanisms for monitoring compliance with this climate-related requirement

Supplier self-assessment
Supplier scorecard or rating

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

Retain and engage

Climate-related requirement

Measuring product-level emissions

Description of this climate related requirement

The information in the response is specific to Textron's Kautex business only.

Kautex is setting up the climate related requirement towards material suppliers, especially raw material suppliers, to measure their product level emissions. This has the target to include primary product level data in the calculations Kautex has made for suppliers carbon emissions to re-assess the Scope 3 emission inventory with primary data. At the same time Kautex is assessing their supplier's maturity level in climate related understanding on both company and product level through public platforms such as CDP but also through direct requests via procurement processes and direct face to face meetings to engage suppliers through multiple channels.

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

80

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

1

Mechanisms for monitoring compliance with this climate-related requirement

Supplier self-assessment

Supplier scorecard or rating

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

Retain and engage

C12.3

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

Row 1

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

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

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

No, and we do not plan to have one in the next two years

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

At least once per year, Textron participates in engagement calls with our largest institutional investors during which a myriad of topics are discussed, including climate

change. The feedback received during these institutional investor calls allows Textron to gain insight on how trade association initiatives are viewed by our largest investors and gives us an opportunity to assess whether there is alignment between the company's position and trade associations in which we support.

C12.3b

(C12.3b) Provide details of the trade associations your organization is a member of, or engages with, which are likely to take a position on any policy, law or regulation that may impact the climate.

Trade association

National Association of Manufacturers

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

Consistent

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

No, we did not attempt to influence their position

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

The NAM recommends commencing negotiations in earnest to improve on the Paris Climate Agreement and achieve a binding global climate treaty. There are several ways to accomplish this goal. For instance, Article 14 of the Paris Climate Agreement provides for a "Global Stocktake" that assesses collective progress toward achieving the agreement's goals. The first Global Stocktake occurs in 2023 and subsequent Global Stocktakes occur every five years thereafter. The United States could use the 2023 Global Stocktake as an opportunity to negotiate better terms. The United States could also seek to renegotiate the rules and responsibilities of major emitters in the UNFCCC itself. This would be a monumental task, but it provides a path toward solving the inequities that have plagued international climate negotiations for decades.

In September 2019, the National Association of Manufacturers called on Congress to take action to address climate change. NAM Vice President of Energy and Resources Policy Ross Eisenberg testified before the House Energy & Commerce Committee Subcommittee on Environment & Climate Change and shared what the manufacturing sector is doing to reduce emissions.

Manufacturers are making environmentally conscious improvements because their customers, employees and shareholders have prioritized it — and because it's the right thing to do, Eisenberg said in his testimony. Over the past decade, manufacturers have reduced the carbon footprint of their products by 21 percent while increasing their value

to the economy by 18 percent, according to International Energy Agency data.

The last major congressional debate about how to address climate change was more than a decade ago. To solve this problem, manufacturers must think big, and Eisenberg told the committee that the industry is ready to work with Congress on solutions.

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

Describe the aim of your organization's funding

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

Yes, we have evaluated, and it is aligned

C12.4

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

Publication

In voluntary sustainability report

Status

Underway – previous year attached

Attach the document

Textron_2021_Corporate_Responsibility_Report.pdf

Page/Section reference

Textron has provided data on Greenhouse Gas emissions, Energy Consumption, Waste Disposal and Water consumption on an annual basis for several years in our annual Corporate Responsibility Report. The 2022 version of the report is in production and the 2021 version is attached. Information on GHG Emissions, Energy, Waste and Water data is on Page 10.

Content elements

Governance
Emissions figures
Emission targets
Other metrics

Comment

Publication

In mainstream reports

Status

Complete

Attach the document

textron-ar2022.compiled.pdf

Page/Section reference

In Textron's 2022 Annual Report - Various product related sustainability performance metrics and accomplishments are discussed on pages 2-5.

Content elements

Strategy
Emissions figures
Other metrics

Comment

C12.5

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

	Environmental collaborative framework, initiative and/or commitment	Describe your organization's role within each framework, initiative and/or commitment
Row 1	Task Force on Climate-related Financial Disclosures (TCFD)	Textron began disclosing ESG related data consistent with the TCFD framework in 2022 and we intend to do so again in 2023.

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

Row 1	No, and we do not plan to have both within the next two years

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	Initiatives endorsed
Row 1	Yes, we have endorsed initiatives only	Other, please specify Almost 1,000 acres of Textron Aviation grassland in Kansas is utilized for hay production. Research shows that natural grasslands promote biodiversity and pollination.

C15.3

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

Impacts on biodiversity

Indicate whether your organization undertakes this type of assessment

No and we don't plan to within the next two years

Dependencies on biodiversity

Indicate whether your organization undertakes this type of assessment

No and we don't plan to within the next two years

C15.4

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

Not assessed

C15.5

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

	Have you taken any actions in the reporting period to progress your biodiversity-related commitments?
Row 1	No, and we do not plan to undertake any biodiversity-related actions

C15.6

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

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
Row 1	No	

C15.7

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

Report type	Content elements	Attach the document and indicate where in the document the relevant biodiversity information is located
No publications		

C16. Signoff

C-FI

(C-FI) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

C16.1

(C16.1) Provide details for the person that has signed off (approved) your CDP climate change response.

	Job title	Corresponding job category
Row 1	Executive Vice President and General Counsel	Other C-Suite Officer

SC. Supply chain module

SC0.0

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

The majority of the information provided within this section is based on information for our Kautex business unit only in response to requests from the automotive OEMs.