

# Tennant Value Chain Greenhouse Gas Footprint Financial Year 2017



S&P Dow Jones Indices  
ESG Analysis



July 2018

**PUBLIC VERSION**

## CREDITS

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## INTRODUCTION

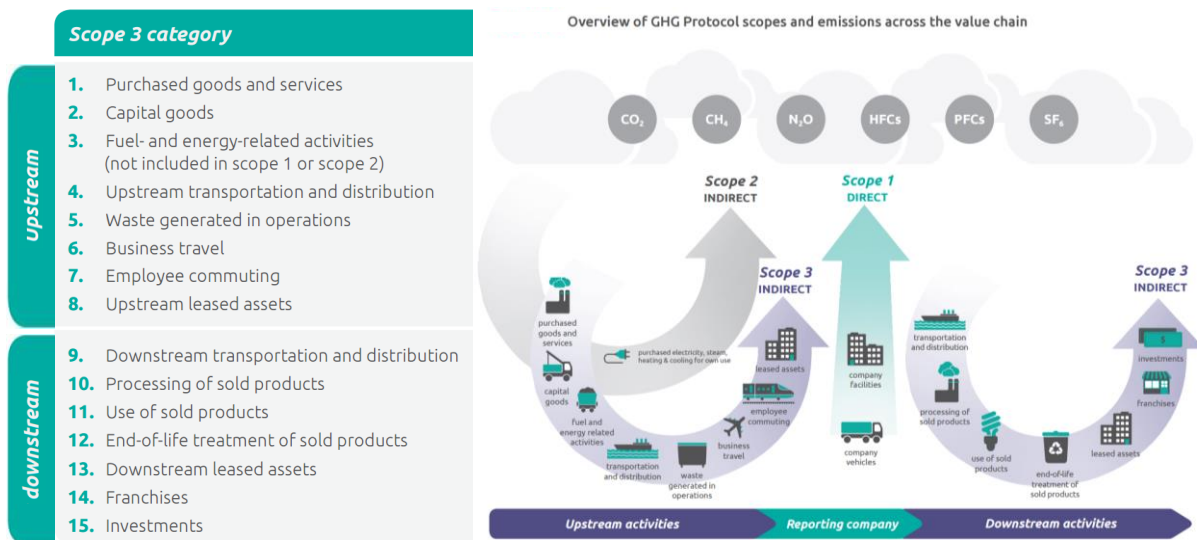
Tennant engaged Trucost to assess its value chain greenhouse gas (GHG) emissions in line with the WRI/WBCSD Corporate Value Chain (scope 3) Guidelines (GHG Protocol). The assessment allows Tennant to report its emissions according to the fifteen scope 3 categories outlined in the Guidelines.

Tennant has already been reporting its GHG emissions to CDP for multiple years. This project supports Tennant’s ongoing efforts in GHG emissions disclosure by calculating and modeling its scope 3 emissions. Using data provided by Tennant and Trucost’s database of GHG emissions by industry sector and business activity, Trucost calculated the GHG footprint for four Scope 3 GHG emission categories and combined this with other relevant Scope 3 categories calculated by Tennant independently, to create a value chain emissions profile including all relevant scope 3 categories.

## PROJECT SCOPE

Exhibit 1 below outlines the GHG Protocol’s fifteen upstream and downstream scope 3 categories. Trucost estimated the GHG emissions of each category using the Trucost Environmentally Extended Input-Output (EEI-O) model along with primary data, where available, for all upstream and downstream categories. Primary data included Tennant’s spend combined with the EEI-O model to estimate impacts, as well as existing research conducted by Tennant related to its GHG emissions.

EXHIBIT 1: SCOPE OF VALUE CHAIN GHG EMISSIONS FOOTPRINT<sup>1</sup>



<sup>1</sup> Figure from the GHG Protocol’s *Corporate Value Chain (Scope 3) Accounting and Reporting Standard*.

Trucost calculated the GHG footprint for four Scope 3 GHG emission categories, namely:

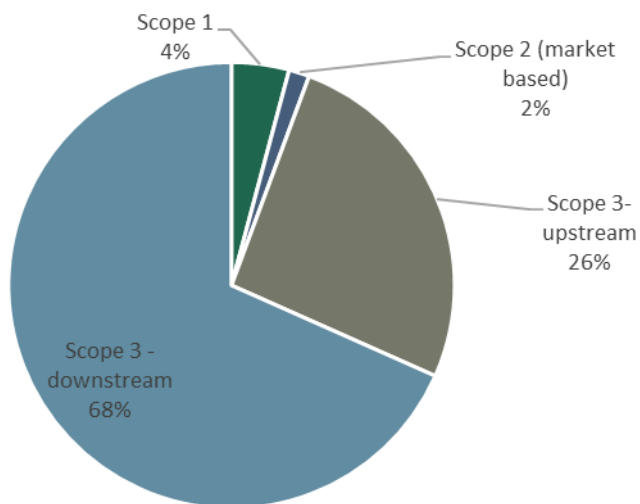
- 1: Purchased goods and services
- 4: Upstream transportation and distribution
- 7: Employee commuting
- 9: Downstream transportation

## KEY FINDINGS

In FY2017, Tennant's value chain (scope 3) was responsible for an estimated 507,600 metric tons of GHG emissions (tCO<sub>2</sub>e), which is approximately 95% of its total estimated GHG inventory of 538,000 tCO<sub>2</sub>e.

Exhibit 2 below displays the emissions split among scopes 1, 2, 3-upstream and 3-downstream, calculated to be approximately 22,400 tCO<sub>2</sub>e (calculated by Tennant), 8,000 tCO<sub>2</sub>e (market-based emissions calculated by Tennant), 139,900 tCO<sub>2</sub>e (estimated by Trucost) and 367,700 tCO<sub>2</sub>e (part estimated by Trucost, part calculated by Tennant), respectively. Tennant shared its scope 1 and scope 2 calculated emissions, for Trucost's assurance of those emissions. For scope 3 category 11, use of sold products, Tennant calculated it's own emissions (also assured by Trucost) in change to previous reporting years, which had been calculated by Trucost. Detailed figures can be seen in exhibit 3.

EXHIBIT 2: TENNANT VALUE CHAIN EMISSIONS BY SCOPE



**The GHG Protocol Corporate Standard classifies a company's GHG emissions into three 'scopes'.**

- **Scope 1** emissions are direct emissions from owned or controlled sources
- **Scope 2** emissions are indirect emissions from the generation of purchased energy
- **Scope 3** emissions are all indirect (not included in scope 2) that occur in the value chain of the reporting company, including both upstream and downstream emissions

## EXHIBIT 3: TENNANT VALUE CHAIN EMISSIONS BY SCOPE - DETAIL

SOURCE OF EMISSIONS	2017 GHG Emissions (tCO <sub>2</sub> e)	Percentage contribution
Scope 1	22,421	4.17%
Scope 2 (market based)	8,025	1.49%
Scope 3 upstream	139,868	26.00%
Scope 3 downstream <sup>2</sup>	367,682	68.34%
Total	537,995	100.00%

Exhibit 4 presents a detailed breakdown of Tennant's GHG emissions per scope 3 category, highlighting the hotspots with the greatest emissions. Tennant and Trucost identified four of the fifteen scope 3 as relevant, based on business activities and related GHG emissions.<sup>3</sup> Due to a change in methodology, downstream transportation is no longer considered to be relevant. See explanation in section 'Upstream and Downstream Transportation'.

<sup>2</sup> Scope 3, category 11 'use of sold products' does not include intermediate products, floor coatings, or reconditioned equipment. See detail on page 8

<sup>3</sup> Tennant and Trucost reviewed business activities and related impacts to identify scope 3 categories for which GHG emissions likely would be relevant. Trucost estimated the GHG emissions for relevant scope 3 categories using data provided by Tennant and outputs of Trucost's EEI-O model. Relevance based on a 1% threshold relative to the total scope 3 emissions inventory.

## EXHIBIT 4: TENNANT VALUE CHAIN GHG EMISSIONS, FY2017

VALUE CHAIN (SCOPE 3) CATEGORY	GHG TOTAL (tCO <sub>2</sub> e)	SCOPE 3 GHG SHARE (%)	RELEVANCE <sup>4</sup>	GHG SOCIAL COST (\$MILLION <sup>5</sup> )	
1) Purchased goods and services	111,145	22%	Relevant	\$14	
2) Capital goods	*	*	Not relevant	*	
3) Fuel- and energy-related activities	*	*	Not relevant	*	
UPSTREAM	4) Upstream transportation and distribution	20,365	4%	Relevant	\$3
	5) Waste generated in operations	*	*	Not relevant	*
	6) Business travel	*	*	Not relevant	*
	7) Employee commuting	8,358	2%	Relevant	\$1
	8) Upstream leased assets	*	*	Not relevant	*
	9) Downstream transportation and distribution	116	<0.1%	Not relevant	\$0
	10) Processing of sold products	*	*	Not relevant	*
	11) Use of sold products <sup>6</sup>	367,566	72%	Relevant	\$46
DOWNSTREAM	12) End-of-life treatment of sold products	*	*	Not relevant	*
	13) Downstream leased assets	*	*	Not relevant	*
	14) Franchises	*	*	Not relevant	*
	15) Investment	*	*	Not relevant	*
<b>TOTAL</b>	<b>507,549**</b>	<b>100%**</b>		<b>\$64</b>	

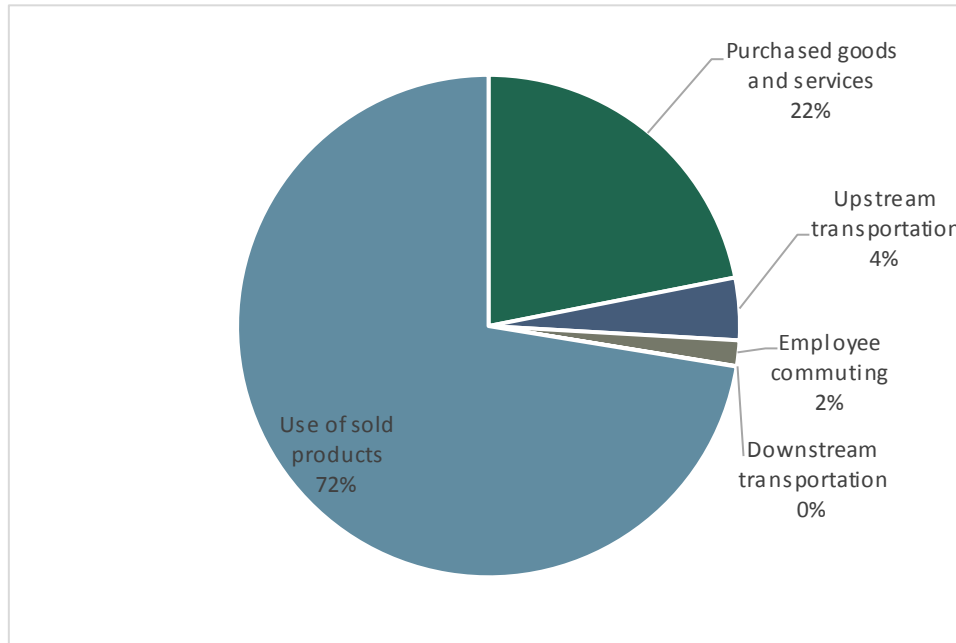
\* Tennant and Trucost determined this category to be not relevant to Tennant's business activities and did not estimate the associated GHG emissions.

\*\* Note, sum of figures not equal to total given due to rounding

The overwhelming majority (72%) of Tennant's scope 3 emissions came from downstream sources, notably use of sold products, which account for the vast majority of this. Based on currently available data, upstream GHG emissions are primarily from purchased goods and services, representing approximately 22% of all scope 3 emissions. Exhibit 5 shows the breakdown of scope 3 emissions for the categories for which emissions were calculated.

<sup>4</sup> Relevance based on 1% threshold relative to total scope 3 emissions inventory.

<sup>5</sup> GHG social costs account for the societal impacts of GHG emissions; priced at \$125/tCO<sub>2</sub>e in 2017 with inflation taken into account ([www3.epa.gov/climatechange/EPAactivities/economics/scc.html](http://www3.epa.gov/climatechange/EPAactivities/economics/scc.html)).

EXHIBIT 5: SCOPE 3 EMISSION PERCENTAGES FOR CATEGORIES WITH CALCULATED EMISSIONS, FY2017<sup>7</sup>

It should be noted that category 11 'Use of sold products' has some product groups excluded from it, namely, intermediate products and floor coatings. The intermediate products have different eventual end users and Tennant are unable to reasonably estimate the downstream emissions associated with these. Floor coatings have no GHG emissions during use phases and therefore are not relevant for inclusion. These two product groups represent about 3% of total annual revenue.

### YEAR-ON-YEAR EMISSIONS

Tennant and Trucost focus on continual improvement of data and as such refine the methodological approach used to calculate GHG emissions whenever possible. In 2018, two such improvements were made – category 4&9 –transportation and distribution, and category 11 – use of sold products. Exhibit 6 shows the comparison of emissions with 2016 and 2015 data adjusted where possible (2015 use of sold products has not been adjusted). It should be noted that data for previous years therefore varies to the data reporting in previous years' CDP and public submissions.



## EXHIBIT 6: YEAR-ON-YEAR GHG EMISSIONS ADJUSTED FOR METHODOLOGY IMPROVEMENTS

SOURCE OF SCOPE 3 EMISSIONS	2017 GHG Emissions (tCO <sub>2</sub> e)	2016 GHG Emissions (tCO <sub>2</sub> e)	2015 GHG Emissions (tCO <sub>2</sub> e)
1) Purchased goods and services	111,145	106,216	107,063
4) Upstream transportation and distribution	20,365	19,246	19,211
7) Employee commuting	8,358	7,822	7,674
9) Downstream transportation and distribution	116	N/A	N/A
11) Use of sold products	367,566	386,804	407,276*

\*2015 methodology for use of sold products differs to that used for 2016 and 2017 data – see text below.

**Use of sold products**

The original category 11 ‘Use of sold products’ methodology was based on 2015 product LCA assessment. Specifically, this study measured GHG emissions for one product category among Tennant’s offerings. This study was used in previous reporting years. In 2018, a refined approach was developed to incorporate specific product models and is considered a more robust approach for 2017 data. Tennant also retrospectively adjusted the 2016 data and used this to develop the Science Based Target set by Tennant for scope 3. The 2015 data in exhibit 6 has not been adjusted so in the year-on-year comparison it should be noted that this figure is not like-for-like.

**Upstream and downstream transportation**

In previous years, upstream and downstream transportation has been calculated based on the split of spend on outbound and inbound freight. According to the GHG Protocol, all freight (including outbound transportation of sold goods) should be included within the upstream allocation if the company is paying for transportation. As such, emissions associated with outbound transportation of sold goods is included in ‘Upstream transportation and distribution’ for 2017, and previous years have been adjusted to allocate in the same manner.

## EXHIBIT 7: OUTBOUND AND INBOUND UPSTREAM TRANSPORTATION EMISSIONS, FY2017

SOURCE OF EMISSIONS	2017 GHG Emissions (tCO <sub>2</sub> e)	2016 GHG Emissions (tCO <sub>2</sub> e)	2015 GHG Emissions (tCO <sub>2</sub> e)
Inbound	8,954	8,693	9,735
Outbound	11,411	10,553	9,476
Total	20,365	19,246	19,211

Overall, emissions from upstream transportation have increased, with 6% higher emissions since 2015.

## **CDP REPORTING OF VALUE CHAIN EMISSIONS**

Exhibit 8 outlines the process for evaluating each scope 3 category, along with the estimated emissions for each category. Tennant can use this information to complete its CDP questionnaire for scope 3 emissions and/or for other reporting purposes.

## EXHIBIT 8: TENNANT SCOPE 3 METHODOLOGIES AND FINDINGS—SUITABLE FOR EXTERNAL REPORTING

SOURCE OF SCOPE 3 EMISSIONS	EVALUATION STATUS <sup>8</sup>	GHG (tCO <sub>2</sub> e)	EMISSIONS CALCULATION METHODOLOGY	% OF SCOPE 3 EMISSIONS
1) Purchased goods and services	Relevant, calculated	111,145	Trucost used its EEI-O model to calculate the supply chain GHG emissions through all tiers up to and including raw material extraction, based on Tennant's spend data for FY2017 and the previous analyses. Trucost scaled emissions from FY2016 to the FY2017 spend amount, assuming the same proportional spend and exclusions.	22%
2) Capital goods	Not relevant, not calculated	*	N/A	*
3) Fuel- and energy-related activities	Not relevant, not calculated	*	N/A	*
4) Upstream transportation and distribution	Relevant, calculated	20,365	Trucost used its EEI-O model to calculate GHG emissions for each component of transportation and distribution, based on Tennant's spend by transportation mode. In an improvement to previous analysis, outbound but paid for shipments were incorporated into upstream emissions rather than downstream as they have been previously allocated.	4%
5) Waste generated in operations	Not relevant, not calculated	*	N/A	*
6) Business travel	Not relevant, not calculated	*	N/A	*
7) Employee commuting	Relevant, calculated	8,358	Trucost estimated employee commuting emissions using Tennant's global employee head count and country averages for commuting time, transportation mode and distance	2%
8) Upstream leased assets	Not relevant, not calculated	*	N/A	*

<sup>8</sup> Relevance based on 1% threshold relative to total scope 3 emissions inventory.

SOURCE OF SCOPE 3 EMISSIONS	EVALUATION STATUS <sup>9</sup>	GHG (tCO <sub>2</sub> e)	EMISSIONS CALCULATION METHODOLOGY	% OF SCOPE 3 EMISSIONS
9) Downstream transportation and distribution	Not relevant, calculated	116	Using proportional spend to distribution centres, Trucost estimated further onward travel of sold goods based on product mass and average freight distribution distances. Trucost used Tennant product data to estimate total mass of products, and calculated tkm travelled by goods before applying Defra freighted goods emission factors. Only US distributor data was known, therefore calculated emissions per million \$ spend was applied to spend for distribution in other regions, assuming a consistent proportion of goods are sent directly for use versus to distributors for onward sale. Limitations in data are significant, but sensitivity analysis with conservative estimates resulted in immaterial impacts and therefore this is deemed acceptable for analysis.	<0.1%
10) Processing of sold products	Not relevant, not calculated	*	N/A	*
11) Use of sold products	Relevant, calculated	367,566	Tennant calculated.	72%
12) End-of-life treatment of sold products	Not relevant, not calculated	*	N/A	*
13) Downstream leased assets	Not relevant, not calculated	*	N/A	*
14) Franchises	Not relevant, not calculated	*	N/A	*
15) Investment	Not relevant, not calculated	*	N/A	*

\* Tennant and Trucost determined this category to be not relevant to Tennant's business activities and did not estimate the associated GHG emissions.

<sup>9</sup> Relevance based on 1% threshold relative to total scope 3 emissions inventory.

**APPENDIX I – METHODOLOGY BY SCOPE 3 CATEGORY**

EMISSIONS SOURCE	METHODOLOGY	TRUCOST CALCULATION STEPS	REFERENCE	REMARKS
Scope 3, Category 1: Purchased goods and services	Calculated using Trucost EEI-O model	Trucost used its EEI-O model to calculate the supply chain GHG emissions through all tiers up to and including raw material extraction, based on Tennant's spend data for FY2017 and the previous analyses. Trucost scaled emissions from FY2016 to the FY2017 spend amount, assuming the same proportional spend and exclusions	Tennant 2017 spend data and previous analysis findings	Tennant 2017 supplier spend data mapped to business sectors and emissions calculated using Trucost EEI-O model
Scope 3, Category 2: Capital goods	Not calculated	Tennant and Trucost determined this category to be not relevant, based on the analysis of 2014 data		
Scope 3, Category 3: Fuel- & energy-related activities	Not calculated	Tennant and Trucost determined this category to be not relevant, based on the analysis of 2014 data		
Scope 3, Category 4: Upstream transportation and distribution	Calculated using Trucost EEI-O model	Applying Tennant's spend by transportation mode Trucost used the EEI-O model to calculate the GHG emissions for the different transportation modes associated with the spend amount	Tennant 2017 spend data and previous analysis findings	Tennant 2017 logistics spend split by transportation mode
Scope 3, Category 5: Waste generated in operations	Not calculated	Tennant and Trucost determined this category to be not relevant, based on the analysis of 2014 data		
Scope 3, Category 6: Business travel	Not calculated	Tennant and Trucost determined this category to be not relevant, based on the analysis of 2014 data		
Scope 3, Category 7: Employee commuting	Estimated based on employee head count by country	<ol style="list-style-type: none"> <li>1. Based on OECD data and number of working days in each country and Tennant's employee headcount, average commuting time spent in 2017 was calculated.</li> <li>2. Applied country-specific modal split (if unavailable, applied average) to total commuting time of all employees in each country.</li> <li>3. Using average time spent per transportation mode, total travel distance per transportation mode was calculated.</li> <li>4. Applied Defra emissions factors per transportation mode.</li> </ol>	Tennant employee headcounts and country averages for commuting time, transportation mode and distance	Tennant 2017 employee headcount by country OECD statistics on commuting time U.S. American Community Survey DEFRA

EMISSIONS SOURCE	METHODOLOGY	TRUCOST CALCULATION STEPS	REFERENCE	REMARKS
Scope 3, Category 8: Upstream leased assets	Not calculated	Tennant and Trucost determined this category to be not relevant, based on the analysis of 2014 data		
Scope 3, Category 9: Downstream transportation and distribution	Calculated using Tennant product information, applying mass to sold products, and calculating onward tkm travelled by goods.	Based on new analysis, this is determined to be 'not relevant'.	Tennant 2017 spend data, US Department of Transportation statistics and Defra emission factors for freighted goods	Tennant 2016 logistics spend split by upstream and downstream and by transportation mode
Scope 3, Category 10: Processing of sold products	Not calculated	Tennant and Trucost determined this category to be not relevant, based on the analysis of 2014 data		
Scope 3, Category 11: Use of sold products	Calculated by Tennant			
Scope 3, Category 12: End-of-life treatment of sold products	Not calculated	Tennant and Trucost determined this category to be not relevant to Tennant's business activities, based on the analysis of 2014 data		
Scope 3, Category 13: Downstream leased assets	Not calculated	Tennant and Trucost determined this category to be not relevant, based on the analysis of 2014 data		
Scope 3, Category 14: Franchises	Not calculated	Tennant and Trucost determined this category to be not relevant, based on the analysis of 2014 data		
Scope 3, Category 15: Investment	Not calculated	Tennant and Trucost determined this category to be not relevant, based on the analysis of 2014 data		

## APPENDIX II – THE TRUCOST EEI-O MODEL

Since its founding in 2000, Trucost developed an environmental economic input output (EEI-O) life cycle based model for quantifying environmental impacts. The EEI-O model uses an economic modelling technique based on extensive government census data to analyze the products used and produced by over 464 business activities or sectors. The model also describes the economic interactions between each sector. Trucost has improved upon standard EEI-O models in several ways, resulting in what we believe is a best in class model for analyzing environmental performance. These improvements include the following:

- Trucost has integrated the use and emissions of over 700 environmental resources. By applying a price to each environmental resource, based on the environmental value of that resource, the model is able to analyze, in financial terms, the economic and environmental performance of each

sector. This environmental performance measure incorporates the indirect, supply chain impacts by using the information on the interactions between sectors.

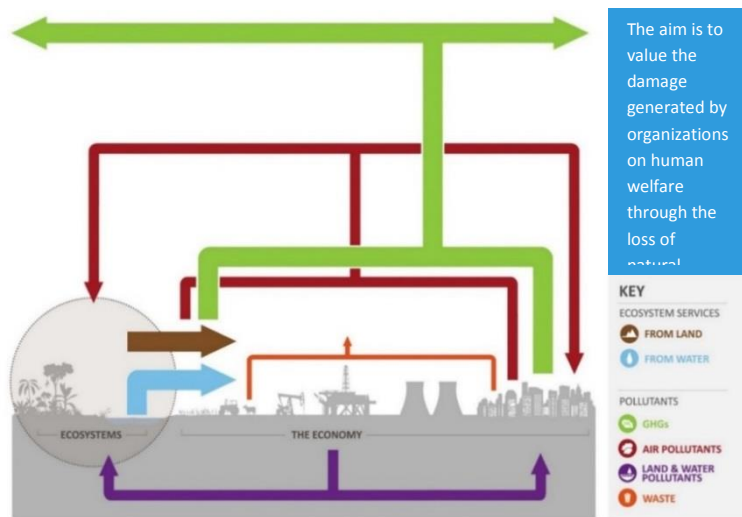
- Trucost maintains and updates its model annually to reflect market commodity flows. We annually update our sector revenue for all sectors, producer prices and annual production quantities for all primary sectors in our model.
- Trucost reviews the environmental intensities for all sectors annually against companies' public disclosures from our annual engagement programs. Trucost engages with more than 6,000 companies directly to obtain environmental performance metrics and considers them against the specific sector's environmental intensity.

Trucost is able to provide customized analysis, including analysis of environmental impacts by commodity, supplier, spend category, business unit and other attributes.

The EEI-O methodology extends the analysis of corporate environmental performance by using the segmental revenue data contained in company accounts to map each company to a set of sectors. Trucost has modeled the environmental impacts of over 464 different sectors and proportionally allocated these impacts to the company by calculating the company's market share of that sector. This provides a baseline of environmental resource use that Trucost can improve by adding company-specific environmental information, either from public disclosure in the company's annual or environmental reports, or from direct communication with the company itself.

### APPENDIX III – NATURAL CAPITAL VALUATION

Natural capital is the world’s stocks of natural resources that make human life possible. Organizations rely on this natural capital to produce goods and deliver services. They depend on natural non-renewable resources (for example, fossil fuels and minerals) as well as natural renewable ecosystem goods and services (for example, freshwater and pollination). Organizations also rely on natural capital for its ability to absorb by-products of production, such as pollution and waste. This ability is finite and has already shown its limits, with climate change caused by GHG emissions. The image below portrays the interrelationship between impacts and dependencies.



Business extraction and production activities can damage natural capital with long-term economic and social consequences, which affected people more often pay, rather than those who are responsible. The cost of natural capital is affecting organizations directly and through their supply chains. Organizations that fail to adapt in a world of increasingly scarce but

historically free resources will lose competitiveness as tighter regulation demonstrates and elevates their long-term financial value.

Trucost relies on over 1,000 environmental valuations identified in peer-reviewed journals, as well as government studies to estimate the global average valuation of the six key performance indicator (KPIs)—GHG emissions, air pollution, water use, land and water pollution, and land use changes.



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