

C0. Introduction

C0.1

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

KONGSBERG is a leading global technology group, delivering mission-critical solutions to customers operating in extremely challenging environments. Throughout our proud two hundred year history, we have continuously advanced, applying innovative solutions to the needs of our customers, partners and society at large.

Today, we work for organisations across a number of sectors including: deep-sea, digital, defence, merchant marine, oil and gas, fisheries, aerospace and space industries. While our business areas are diverse, our focus is single-minded, we operate as a 12,000 strong team, dedicated to delivering technical excellence, at a world-class level. Our headquarters is in Norway, and we have operations in more than 40 countries. Per 31. December 2022 we had above 12 thousand employees, and total revenue was MNOK31.803.

Kongsberg Gruppen ASA is listed on the Oslo Stock Exchange and is subject to Norwegian securities legislation and stock exchange regulations. The Norwegian state owns 50.004 per cent of the shares in the company. KONGSBERG's deliveries are often of strategic importance for our customers, and contribute to the satisfaction of important societal needs and development trends within sectors such as safety, energy, transport and climate. It is important for KONGSBERG to hold technological and product positions where we are either world-leading or have the potential to become world-leading in the long term. KONGSBERG's strategic goal is to utilise our technologies to develop sustainable solutions for today's societal challenges. Our deliveries are facilitating a green transition in shipping, optimal management of the ocean's resources, monitoring of the condition of the oceans using data and information from satellites, as well as greater security for society.

Our Business areas are:

Kongsberg Defence & Aerospace (KDA)

Two decades of innovation, change and a focus on results have made Kongsberg Defence & Aerospace (KDA) a respected global technology leader and a leading supplier within defence, monitoring, space and aircraft structures, and within maintenance, repairs and service. We take great pride in developing advanced solutions and products of strategic importance, for markets around the world, with applications spanning from underwater to surface, land and air to space.

Kongsberg Maritime (KM) develops and supplies technology which is helping to realise sustainable management of the ocean space. The market lies within traditional merchant vessels, fishing vessels, offshore and research vessels, as well as advanced offshore installations linked to aquaculture, oil and gas.

Kongsberg Digital (KDI) was established in 2016 to deliver next-generation software and digital solutions to customers in the maritime, oil and gas and renewable energy sectors. KDI possesses leading domain and digital expertise in areas which support increased automation and autonomous operations in the industry.

Sustainability and consideration for climate and the environment form an integral part of KONGSBERG's business strategy. We are developing innovative products and solutions for our customers which reduce greenhouse gas emissions, particularly within "Green Shipping" with the development of autonomous vessels, hybrid solutions and electric ferries. We are developing technology through collaboration and the use of "cross-over" technology between our business areas within defence, maritime and digital. We are contributing through collaboration in order to reduce harmful impacts on the oceans via management systems for fish farms, monitoring of marine areas for illegal fishing, plastic in the oceans, port monitoring, fishing quotas, trawler management, etc.

Sustainability in a business context for KONGSBERG is about business development; identifying opportunities and growth areas, improving our operations and practice, understanding regulatory, technological and market risks, ensuring political influence, goodwill and impact on framework conditions together with communication and branding.

C0.2

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

Reporting year

Start date

January 1 2022

End date

December 31 2022

Indicate if you are providing emissions data for past reporting years

No

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

C0.3

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

Australia
Brazil
Canada
Chile
China
Croatia
Denmark
Finland
France
Germany
Greece
Hong Kong SAR, China
Hungary
India
Ireland
Italy
Japan
Malaysia
Mexico
Namibia
Netherlands
Norway
Panama
Poland
Qatar
Republic of Korea
Saudi Arabia
Singapore
South Africa
Spain
Sweden
Switzerland
Turkey
United Kingdom of Great Britain and Northern Ireland
United States of America
Viet Nam

C0.4

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

NOK

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) For which transport modes will you be providing data?

Marine

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, an ISIN code	NO0003043309
Yes, a Ticker symbol	KOG

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 Chair	The Chair of the Board has the highest level of responsibility for making decisions about the Sustainability strategy which also includes the climate strategy, the approval of the Climate and Environmental Accounts in the Group, and what the company will do to adapt the way forward based on the climate-related information. The Board has Sustainability and ESG on their agenda throughout the year, and approves the strategy and reporting in an annual process.

C1.1b

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

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Scheduled – some meetings	<ul style="list-style-type: none"> Reviewing and guiding annual budgets Overseeing major capital expenditures Overseeing acquisitions, mergers, and divestitures Overseeing and guiding employee incentives Reviewing and guiding strategy Overseeing and guiding the development of a transition plan Monitoring the implementation of a transition plan 	<Not Applicable>	The Board reviews and approves strategy, risk assessments, plans, budgets etc where climate-issues are integrated according to a scheduled annual plan. If any important matters arise, this will be addressed promptly.

C1.1d

(C1.1d) Does your organization have at least one board member with competence on climate-related issues?

	Board member(s) have competence on climate-related issues	Criteria used to assess competence of board member(s) on climate-related issues	Primary reason for no board-level competence on climate-related issues	Explain why your organization does not have at least one board member with competence on climate-related issues and any plans to address board-level competence in the future
Row 1	Yes	We have competence and relevant strategic and practical experience within our Board for the following issues. - Competence on climate-related issues as Science Based Target initiative, Green House Gas protocol, CDP reporting etc. - Relevant experience related to sustainability and climate from an industrial and strategic perspective. We will further develop the criterias used to assess competence in following election of Board members.	<Not Applicable>	<Not Applicable>

C1.2

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

Position or committee

Chief Executive Officer (CEO)

Climate-related responsibilities of this position

- Managing annual budgets for climate mitigation activities
- Managing major capital and/or operational expenditures related to low-carbon products or services (including R&D)
- Managing climate-related acquisitions, mergers, and divestitures
- Providing climate-related employee incentives
- Developing a climate transition plan
- Implementing a climate transition plan
- Integrating climate-related issues into the strategy

Coverage of responsibilities

<Not Applicable>

Reporting line

Reports to the board directly

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

Quarterly

Please explain

The CEO has the ultimate responsibility for climate-related issues, and reports to the BoD at least annually on this as a specific issue. The risk analysis, plans and reports are discussed and approved in the Corporate Management Team (CMT) before presented and discussed in the BoD, who approves the Group strategies and plans. Climate risk is included in the quarterly ERM reporting from the Business Areas to the Group CMT and Board.

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	In 2022 the CEO had as a part of his KPI's incentives related to the submission of climate targets for approval by Science Based Target initiative. This is also included in the score cards for the Presidents in each of the Business Areas.

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

Chief Executive Officer (CEO)

Type of incentive

Monetary reward

Incentive(s)

Bonus - % of salary

Performance indicator(s)

Progress towards a climate-related target
Implementation of an emissions reduction initiative

Incentive plan(s) this incentive is linked to

Both Short-Term and Long-Term Incentive Plan

Further details of incentive(s)

KPI's incentives related to climate-issues , related to setting targets and sending documentation for approval of Science Based Targets to SBTi, is part of the bonus-scheme for top management

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

Having our targets approved as credible and science based with SBTi, is an important part of strengthening our commitment to climate reductions, onboarding our organization, and communicate with our stakeholders. The climate targets will be an important part of our climate transition plan.

C2. Risks and opportunities

C2.1

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

Yes

C2.1a

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

	From (years)	To (years)	Comment
Short-term	1	3	
Medium-term	3	5	
Long-term	5	30	

C2.1b

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

A substantive financial or strategic impact on our business, is defined as all risks and opportunities over 10% of our EBITA (In 2022 EBITA was 3 665 MNOK, and 10% was 366 MNOK). We have defined different levels for consequences; from very low, low, medium, high to very high. Each level is defined according to consequences on EBITA as a % of revenue for financial impact, ranging from less than 1%, to 20% or more impact on EBITA. The percentage is used as a quantifiable indicator. The levels of impact also include other quantifiable indicators for what will be deemed as consequences for Safety, Health & Environment (HSE), reputation and consequences for not meeting objectives. Examples of quantifiable indicators for HSE are injuries and fatalities to employees and third-parties, employee turnover, and measures of employee satisfaction and morale. Examples of quantifiable indicators for reputation are negative media attention, breach of regulation and loss of market share. In addition to this, the likelihood of risks and opportunities is rated from very low, low, medium, high to very high. The likelihood levels are defined in five ranges to ascertain insight to the probability of a risk to occur. The probabilities are also evaluated with regards to timing of the materialization of risk (operational/tactical: 0-24 months, strategic level more than 24 months).

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

Our managers and Board designs our business strategy, where sustainability and climate related issues are fundamental components. Our overall risk and opportunity assessments are provisional and are developed and updated on an ongoing basis to be best equipped to assess and respond to the matters as they arise. We assess our impact on climate and the environment, and how external climate related events and topics will impact our business in the short and long term. Our assessments involve a range of scenarios including geopolitical conditions, climate-related conditions, market conditions, etc. We evaluate risks and opportunities on the basis of what we regard as diverse scenarios and a range of impacts. Our process for identifying, assessing and responding to climate-related risks and opportunities, is that all our Business Areas conduct risk and opportunities analysis on a quarterly basis. This process shall identify any potential negative impact on environment and climate as a result of the BAs operations and value chain, external climate related issues that may impact the BA, and climate related opportunities. The process shall also assess the potential financial or strategic impacts resulting from the identified risks or opportunities, as well as evaluating potential responses. The process will involve the proper decision making level in the group, ranging from the board, CMT, or each BA depending on the size of the potential financial impact or strategic nature of the risk or opportunity. We have defined that a risk or opportunity has substantive financial or strategic impact on our business, when the impact on our business is over 10% of our EBITA (In 2022 EBITA was 3 665 MNOK, and 10% was 366 MNOK). The level of impact (financial or strategic) is assessed for short term, medium-term and long term. Short-term risk assessments are in general related to our operational and tactical risk, where the risks can influence our on-going operations and/or the actual years objective, plans and results. Our medium-term risk are also related to our operational and tactical risk, but evaluate how the risks and opportunities can influence our future years objectives, plans and results. The longer term assessments on how climate related risks and opportunities may impact our operations from 5 years and beyond and has no defined end-date, especially due to our participation in the aerospace- and defence industry, which can involve very long lead times . It is connected to our assessment for strategic risk, which can influence on our long-term strategic plans.

Reporting is done in a structured process to the Group Vice President Climate and Governance who will aggregate the risk assessment to Group level and report to CMT and BoD for their discussion and approval. All business areas conduct business reviews quarterly, including risk management process according to ISO 14001. Our response to each risk is rooted in our ISO 14001 Environmental Management. All our Business Areas are certified in accordance with ISO 14001, where risk management is a key element. As a result, we are dealing with environmental problems before, during and after their inception. All Business Areas conduct business reviews quarterly, including risk management process according to ISO 14001.

In addition to the ISO 14001 processs, KONGSBERG has a process for evaluating and reporting on climate related risks and opportunities, our assessments are based on the the Task Force for Climate-related Financial Disclosures (TCFD) framework.

From 2020 our risk assessments includes our (upstream) supply chain and logistics. KONGSBERG has more than 9,000 suppliers globally, and it is a challenge to ensure that all subcontractors, throughout the value chain, comply with our requirements. We follow up our responsibilities through clear requirements in our agreements with suppliers as well as risk-based follow-up and audits. Our suppliers are committed to making similar requirements to their sub suppliers. We divide our total supplier portfolio into different risk classes where, among other things, volume of purchases, countries, and the extent to which we are dependent on the goods and services we purchase, constitutes assessment factors. The risk assessment includes existing and new suppliers and includes assessments of environmental conditions, HSE, and business ethics. Based on the result of the initial risk assessment, the suppliers are followed up with further assessments and mitigating actions and audit visits.

As a leading technology company, KONGSBERG will have considerable opportunities to (downstream) develop competitive technology which responds to the market's changing demands for low-emission products and services. We invest significantly in research and development for innovative and sustainable solutions for our customers to meet this risk and seize opportunities. Our assessment is that our technology is part of the solution and is helping towards the transition to a zero emission society.

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	Knowledge and compliance with current legislation is a cornerstone in our risk assessments. Examples of risk types considered, are regulations related to installing new equipment, new buildings and choice for transportation for goods. Introduction/increase of carbon tax, carbon pricing, volatile energy prices, etc. We also consider reporting requirements for climate and sustainability, current cost of raw materials, sustainability requirements for facilities, and access to funding.
Emerging regulation	Relevant, always included	Knowledge of trends and emerging regulations is crucial for our development of new technology, to ensure we meet our customers demands and expectations. This influences on both risk and opportunities. Some examples of emerging regulations we consider, are: <ul style="list-style-type: none"> • Regulations and criteria related to energy efficiency and emissions for real estate • Access to public funding for R&D (available funds, stricter requirements, etc.) • Costs (increase) for raw materials • Potential cost increase related to real estate facilities due to tougher sustainability requirements • Increased administration expenses to meet reporting requirements <p>We also consider particular risk types for certain sectors, such as emerging regulations for the maritime sector, such as a possible in cap and trade schemes (i.e. EU/ETS) and sector regulations on emissions, fuels, particulate matter etc. from IMO (International Maritime Organization).</p>
Technology	Relevant, always included	As a technological company, with products and services within maritime, aerospace, defence and digital businesses, we will strive to be in front when it comes to improvements and innovations that support the transition to a lower-carbon, energy-efficient economic system. As a leading technology company, KONGSBERG will have considerable risks and opportunities related to the development of competitive technology which responds to the market's changing demands for low-emission products and services. The opportunities lie in developing technologies that are frontrunners and built for a low carbon future, while the risks are associated with costs spent to develop solutions not yet demanded or not adopted by the market. <p>One example of transitional risks and opportunities, is that transportation by sea is moving from fuel-intensive sector to using more hybrid and electrical technology, while also exploring opportunities for using new technologies for the propulsion systems. Another example is autonomous and / or remotely operated systems. As a technology company we have to be in the forefront of the technological development, understanding the risks and opportunities this development involves for the industry, and for us as a company.</p>
Legal	Relevant, always included	We consider liability risk in connection with our risk assessments, in the form of claims for damages linked to decisions or the lack of decisions which can in any way be connected to climate policy or climate change. <p>Examples of this risk type is pollution due from our products, by leakage etc. which can involve a liability risk.</p> <p>There are opportunities linked to tougher regulatory requirements (e.g., IMO, EU ETS, Fit for 55) which can create increased demand for KONGSBERG products and solutions.</p>
Market	Relevant, always included	We include assessment of transitional risks, which is the financial risk associated with the transition to a low carbon or net zero society. KONGSBERG is seeing shifts in customer demands and regulations in markets such as the maritime sector, defence and oil and gas. We have seen both climate related risks and opportunities in the transition to renewable revenue streams not balanced with market demands for existing and new technologies (too fast or too slow). With a late entry we risk losing out on revenues, both short term and longer term, as competitors benefit from early mover advantage to increase their market share. With early entry we risk losing out on revenue from established products and solutions as we pursue markets which are not mature for renewable products and solutions. There are opportunities in the market if we are able to succeed from early entry to new industries or technologies such as aquaculture, offshore wind, hydrogen, digitalisation, alternative fuels. <p>There are risks related for KONGSBERG or its suppliers access to capital due to the ability to meet sustainability requirements from financial institutions. This also comes with a risk of higher cost of capital due to less access to sources of funding. Reduced access to funding for suppliers increases their cost of capital which result in higher cost of raw materials for KONGSBERG.</p> <p>An example of market risks to KONGSBERG, is that we have a significant part of our revenue from the maritime sector. This sector is generally exposed to transitional risks, with their dependency on fossil fuels, and also many of KONGSBERG Maritime products close relation to oil and gas business. Transportation by sea is moving from fuel-intensive to hybrid and electrical technology. KONGSBERG will also need to establish new revenue streams related to certain markets, such as renewables, to replace declining Oil & Gas revenues. There is a risk of lower margins for renewable revenue streams.</p> <p>Other examples of risk types include increased demands from customers, reduced activity in the oil & gas sector, and increased focus on value chains and circular economy. As examples of opportunities, Kongsberg sees opportunities in carbon reduction, diversification (including aquaculture and offshore wind), delivering optimisation, navigation, and digitalization technology, and satellite-related solutions to monitor climate changes.</p>
Reputation	Relevant, always included	We include assessment of reputational risk, which can affect the company if it is considered to have contributed to climate change or have not done enough to limit the effects of climate change. Our assessment is that our technology is part of the solution and is helping towards the transition to a low carbon and net zero society, and therefore a positive factor regarding reputational risk. There are opportunities linked to our transparency and commitment to sustainability, and our products and services with proven track record of lowering impact on climate. <p>Examples of risk types include negative incidents (such as leakages), and related to attracting talent including a higher cost related to recruitment and retention.</p> <p>Examples of opportunities is our products and services are considered part of the green transition, and that our innovative technology enables a customer to reduce emissions substantially, e.g. as for the autonomous electrical vessel project "YaraBirkeland" , or HYSEAS and Autoship projects.</p>
Acute physical	Relevant, always included	We include assessment of acute physical risk resulting from climate change, in the form of costs caused by physical damage such as floods, hurricanes, drought, fires, etc., in our operations. We thoroughly surveys production sites and offices and have relevant safety measures in place for the locations that could be affected by incidents such as flooding. Our own facilities have a low risk for physical climate impact, but there will be larger potential impacts in the supply chain. Transportation routes may be particularly exposed. <p>Examples of acute physical risks, is flooding (in Kongsberg Technology Park and Houston), or Hurricane activity (USA and Asia), which can imply shutdown for shorter or longer time.</p>
Chronic physical	Relevant, always included	We include assessment of chronic physical risk resulting from climate change on our operations, and includes in long-term planning. We have assessed chronic risks, such as changing precipitation patterns and types, that can affect critical suppliers in the long term. Of opportunities we have identified a possibility of an increased demand for KONGSBERG products that endure extreme weather conditions. <p>Examples of Chronic physical risks include chronic higher temperatures and more frequent heatwaves in exposed regions, affecting our ability to render services in due time.</p>

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

Market	Changing customer behavior
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Primary potential financial impact

Decreased revenues due to reduced demand for products and services

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

KONGSBERG's business area Kongsberg Maritime (KM) delivers a wide range of products to the maritime sector. KM represented approx. 60% of the total revenues for the Group in 2022. Since KONGSBERG delivers new technology for parts of the maritime sector that delivers its services to the oil & gas sector, there are risks related to disruptive market changes. How fast the decline in demand for products and services linked to the oil & gas sector will be of specific importance, and potentially have a material operational impact on our maritime business area KM. In a scenario where Offshore oil & gas exploration and production is declining due to a market shift towards green energy, newbuilds and aftermarket related to these segments will gradually decline. This will affect the revenues for these products and services and can represent a risk if we do not prepare and adapt timely to the market changes. KM products and services are sold worldwide, with several divisions which address the oil and gas industry, including Subsea and Offshore Divisions. Products and services are delivered for all phases from exploration through production and transportation. KM's revenues is linked to being one of the leading global providers of marine systems in the oil and gas industry, encompassing drill ships and rigs, LNG vessels, offshore support vessels, offshore survey and ROV support vessels. There are financial risks linked to being properly prepared for a decline in these markets.

Time horizon

Long-term

Likelihood

Very likely

Magnitude of impact

High

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

<Not Applicable>

Potential financial impact figure – minimum (currency)

495000000

Potential financial impact figure – maximum (currency)

792000000

Explanation of financial impact figure

We have applied an approach for calculating the estimated range of the financial impact of the risk, using the estimated annual EBITDA from Oil & Gas Activities based on 2022 revenues of NOK 19 billion and EBITDA of 12.6%. The figures for long term reduction in EBITDA from oil & gas and offshore related business was assumed to decline at a range of 25-40% in the long-term perspective used for calculating the financial impact. Calculation: 19 billion x 12.6% = 2.390 billion x 25 to 40% = 597 to 956 MNOK. A major decline is not expected within the next 10 years.

Cost of response to risk

4800000

Description of response and explanation of cost calculation

Kongsberg Maritime has operated in cyclic markets for decades and is highly adaptive to increasing and declining demands. The actions taken to mitigate and accept the impacts of this risk is to have dedicated people monitoring the market, preparing us for any changes in the short or long term. An example of our mitigation actions is to have 3 FTE's monitoring the market situation, future developments and how these changes can affect demand for KM products and services. In addition to these efforts, we seek to replace declined revenue with revenue from new markets and diversifying away from the oil & gas sector. As an example of KM products and services, we can mention our initiatives for providing the state-of-the-art technology solutions needed for the green power revolution related to sectors such as offshore wind. This is already ongoing important business activities generating material revenues and is a part of our future business strategies. To translate our actions into a case study of the actions taken, our 3 FTE will monitor and analyse the speed of the decline in demand from the oil & gas sector, while also monitoring increase in demand in renewables, such as offshore wind. This has resulted in enabling the organization to be prepared for the decline in revenue from one climate related area, while also increasing efforts and revenues in green products and services. The FTEs have a current timescale, meaning that these positions have been filled. Their work will be on both short-term and long-term climate related issues.

The cost of response to risk figure is based on a calculation of the cost of 3 FTE's monitoring market development (which is a permanent solution, and with an indefinite timescale). Cost calculation 1 FTE = 1,6 MNOK x 3 = 4,8 MNOK.

The time frame for these efforts is long-term and will be a part of our continuous market intelligence.

Comment

We have described market risk in our Annual and Sustainability report in qualitative terms. (<https://www.kongsberg.com/globalassets/corporate/investor-relations/annual-report-2022/opdatert-rapport3/kog-rapport-2022-gb-final-pdf-290323.pdf>) In this CDP report we also illustrate the market risk in quantitative terms, using estimates and assumptions to our best knowledge. We emphasise that the estimated potential impact are assumptions and not verified by a third party.

Identifier

Risk 2

Where in the value chain does the risk driver occur?

Upstream

Risk type & Primary climate-related risk driver

Market	Changing customer behavior
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Primary potential financial impact

Decreased revenues due to reduced demand for products and services

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

KONGSBERG's business area Kongsberg Defence & Aerospace (KDA) develops technology for a wide product range from deep sea to outer space, and the defence sector.

KDA represent 37% of the total revenues for the Group in 2022. The defence sector is seeing, and is expected to see even more, stricter regulations on climate effects of defence operations. Our risks are linked to the ability to meet the increasing demands from our clients and ensure that our suppliers, products and services are in line with requirements and regulations. The development is especially driven from a European and US perspective, but is expected to expand in a global context within a short to medium time-horizon. The development is expected to give both opportunities and risks in a global context. This development will be of specific importance, and potentially give material operational impact on our defence business area (KDA).

KDA products are made from raw materials, such as different metals and composites, electric components and all sorts of mechanical parts, optics, sensors and other fittings. Together with software and internal development, technologically advanced products are offered. KDA rely on suppliers for delivery of raw materials and components for production. To be able to reduce KDA's carbon footprint and stay competitive we need to ensure that our suppliers follow the same standards. 97-98% of emissions in KDA value chain are related to suppliers and raw materials.

In addition to the Supply Chain, KDA needs to lead by example and drive the focus of continuous improvements and enhancements on the product portfolio from an environmental perspective. This includes future R&D developments. Based on this context, the ability to meet customer demands is critical and the risk of losing a contract if customer requirements are not met. The operational impact will result in loss of contract and decreased revenue.

Reduction of emissions requires suppliers to adapt and change accordingly. Lack of ability to set standards and requirements to KDA's suppliers, and a lack of ability to create an efficient system for implementation, including monitoring of tiers can result in non-compliance in a competitive phase with a customer.

KDA see this as a 'one-time' risk event or risk over a shorter time frame for example 1-2 years.

Time horizon

Medium-term

Likelihood

About as likely as not

Magnitude of impact

Medium

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

<Not Applicable>

Potential financial impact figure – minimum (currency)

37500000

Potential financial impact figure – maximum (currency)

150000000

Explanation of financial impact figure

KDA sees that a potential loss in contracts awarded between the range of 250 MNOK and 1 BNOK as a one-time event as a result of not meeting the Green Industry Shift required in the Defence Industry. These figures were chosen as a range since they represent an average median of our EBITDA margin of 15% on revenue figures ranging from 250 MNOK to 1 BNOK. This created a calculation of financial impact figure Minimum: 250 MNOK sales x 15% = 37,5 MNOK EBITDA. Maximum 1.000 MNOK x 15% = 150 MNOK EBITDA.

Cost of response to risk

20000000

Description of response and explanation of cost calculation

Our plans for actions are based on a case study for how to mitigate the risks of losing revenues. This includes competence building where KDA has run several workshops with product teams to perform circular assessments on products to understand the impacts from the products and more importantly the areas of improvements in terms of circular economy principles. An adapting to circularity program was established in 2022 and expanded in 2023 to fully understand and the circular economy business models in KDA and to mitigate the upcoming reporting requirements on circular economy – this program is expected to run through 2023 and beyond. Establishing dialogue and cooperation within the organization which includes an extensive internal communication campaign on sustainability, various training and awareness sessions and the strengthening of the KDA Sustainability Network. This effort runs until at least 2024 when we can demonstrate that sustainability is included in our daily practices. KDA is developing a guideline for technical disciplines to cover circular economy, life cycle assessments and eco-design principles to influence more sustainable solutions, the guideline will be released in 2023 and will be reviewed yearly for significant updates. A comprehensive internal study has also been carried out to capture and understand the fast changing regulatory requirements and training sessions have been executed in the organization accordingly. The study was completed in 2022 and is updated twice yearly. And in our supply chain, KDA has established a Supplier Engagement plan which will run over the next 4 years to encourage and support our Suppliers to set Science Based Targets or similar.

KDA also established a Life Cycle Assessment (LCA) program in 2023 to apply training and awareness and to run a pilot LCA on a product in 2023. In 2024 LCA will be integrated into our business, following an implementation plan which will include training and KDA expect to run at least 1 further LCA.

KDA also will work closely with our customers and partners and review current requirements, and propose collaborative efforts. These collaboration efforts will continue for at least the coming 2-4 years.

Estimated cost: LCA program 3MNOK, Circular Economy program 2MNOK, R&D related initiatives 10MNOK, Internal changes required 5MNOK to capture regulatory requirements etc. This give an upper estimate for cost calculation: 3 + 2 + 10 + 5 = 20 MNOK.

Comment

We have described market and technology risk in our Annual and Sustainability report in qualitative terms(<https://www.kongsberg.com/globalassets/corporate/investor-relations/annual-report-2022/oppdatert-rapport3/kog-rapport-2022-gb-final-pdf-290323.pdf>). In this CDP report we also illustrate the risks in quantitative terms, using estimates and assumptions to our best knowledge. We emphasise that the estimated potential impact are assumptions and not verified by a third party.

C2.4

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

Yes

C2.4a

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

Identifier

Opp1

Where in the value chain does the opportunity occur?

Downstream

Opportunity type

Markets

Primary climate-related opportunity driver

Access to new markets

Primary potential financial impact

Increased revenues through access to new and emerging markets

Company-specific description

Kongsberg Maritime (KM) is providing the state-of-the-art technology solutions needed for the green power revolution, including solutions for offshore wind. Offshore wind farms are set to boom over the next few years, becoming an ever more important way of meeting the world's sustainable energy needs.

The context is that offshore wind power is rapidly becoming a more affordable than fossil fuels, thanks to innovation in the design of wind turbines and their infrastructure, installation and maintenance. Several countries can already meet much of their national demand for energy using only wind power: building on this and helping the world to achieve 100% clean and sustainable energy production is at the heart of KONGSBERG's mission.

This development will be of specific importance for KONGSBERG, and potentially give material operational impact, on our maritime Business Area KM, which represented 60% of the total revenues for the Group in 2022. The development is expected to give KM opportunities for increased product portfolio and revenue in a global context. KMs product portfolio fit for offshore wind market is strong. High complexity vessels, with high level of integration is required. KM has seen significant growth in orders from this segment during the last period.

Time horizon

Short-term

Likelihood

Very likely

Magnitude of impact

High

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

<Not Applicable>

Potential financial impact figure – minimum (currency)

239000000

Potential financial impact figure – maximum (currency)

478000000

Explanation of financial impact figure

KM have revenue in this segment today, but there is potential for growing these revenue streams significantly. Even though there are significant uncertainties related to measuring the opportunity related to how large the increase in offshore wind farms will be, it seems reasonable that annual profits from this segment could potentially become 10-20% of our EBITDA within 5 years, and increasing from that point. In 2022 KM had a total EBITDA of NOK 2 390 billion and 10 - 20% of this would be 239 MNOK - 478 MNOK.

Cost to realize opportunity

594000000

Strategy to realize opportunity and explanation of cost calculation

In recent years, KONGSBERG have spent considerable resources on product development every year. Over two-thirds of our investments are made in areas that largely support new sustainable solutions, and approximately one-third supports the developing and improving existing products. We have also seen that many of the competences required for surveying, building and maintaining offshore wind infrastructure are similar to those deployed on projects involving traditional oil and gas platforms. This is an area in which we have long had a presence. Seizing the opportunities related to offshore wind, is to shift the focus area from oil & gas to renewable energy and offshore wind, invest in R&D for developing and improving products and services, and ensuring contracts in these evolving markets.

As a case study for revenue related to offshore wind, we can mention the contract won by KM with AWIND for 4 IWS vessels with a comprehensive KM scope, at an approximate value of NOK 450 million. Winning this contract can be seen in relation to the actions related to the development for these products, and offering solutions for offshore wind, with a short-term timescale of implementing actions and from development to delivery. Under the contract with IWS, KM will supply CSOVs with an integrated equipment solution that includes permanent magnet azimuth thrusters, generators, electrical systems, a fully integrated bridge with navigation, dynamic positioning (DP) and automation systems, deck machinery equipment, and control systems. This fleet has been designed specifically for the renewable offshore wind market, with a clear focus on reduced emissions and enhanced sustainability. Both vessels ordered by IWS are slated for delivery in the first half of 2024. In 2022 KM signed contracts of NOK 1,700 billion sales that derived from the renewable market sector, with offshore wind as the main contributor.

This cost figure reported in the cost to realize opportunity, must be seen together with other opportunities, short term and long term, hence only a portion of the total spend for sustainable product development is allocated to this opportunity. The estimated calculation in the cost to realize opportunity is for 30% of the total 2022 R&D budget of 1980 MNOK = 594 MNOK. The further realization of this opportunity, associated actions and implementation is anticipated over a shorter time frame; 1-5 years.

Comment

We have described opportunities in our Annual and Sustainability report in qualitative terms in different ways and contexts: (<https://www.kongsberg.com/globalassets/corporate/investor-relations/annual-report-2022/oppdatert-rapport3/kog-rapport-2022-gb-final-pdf-290323.pdf>). In this CDP report we also illustrate the opportunities in quantitative terms, using estimates and assumptions to our best knowledge. We emphasise that the estimated potential impact are assumptions and not verified by a third party.

Identifier

Opp2

Where in the value chain does the opportunity occur?

Downstream

Opportunity type

Markets

Primary climate-related opportunity driver

Access to new markets

Primary potential financial impact

Increased revenues resulting from increased demand for products and services

Company-specific description

Kongsberg Maritime (KM) develops and supplies technology which is helping to realise sustainable management of the ocean space. In the context that transport by sea represents a large portion of the total CO2 emissions globally, and green upgrades of sailing vessels will become an ever more important way of reducing these emissions, KM products and services will play an important role in a global context, thus creating an opportunity for growth in existing and new markets.

With traditional merchant vessels and fishing vessels, offshore and research vessels, KM has been delivering solutions for many years. This is also the case for advanced offshore installations linked to aquaculture, wind power, and oil and gas.

The potential market for upgrades related to KMs portfolio for vessel specific green vessel upgrades is wide, combined with new digital technology for evaluation and verification of emission savings - is significant. Stricter regulations on emissions reductions and market pull towards verification of CO2 savings, is an opportunity for KM both in existing markets, but also for gaining access to new markets. Further development in this area will be of specific importance, and potentially give material operational impact, on our maritime business area, which represent 60% of the total revenues for the Group in 2022.

Time horizon

Short-term

Likelihood

Very likely

Magnitude of impact

Medium

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

<Not Applicable>

Potential financial impact figure – minimum (currency)

300000000

Potential financial impact figure – maximum (currency)

500000000

Explanation of financial impact figure

Even though there are significant uncertainties related to measuring the opportunity related to how large the increase will be, it seems reasonable that annual profits from this segment could potentially become above 20 % of our EBITDA. We have estimated the financial impact of Green upgrades related revenues, and their expected potential increase to a yearly revenue level of 300 - 500 MNOK within the next few years . Using the numbers based on KM's EBITDA for 2022, this would amount to: EBITDA of NOK 2 390 billion and 12 - 21% of this would be 300 MNOK - 500 MNOK.

Cost to realize opportunity

594000000

Strategy to realize opportunity and explanation of cost calculation

KM continuously invests in R&D in integration capabilities and digital verification. This will be key to continue to grow in delivering green upgrades to the market. In recent years, KONGSBERG have spent considerable resources on product development every year. In 2022 this amounted to a total of MNOK 1,980 of which of MNOK 1,675 was expensed and MNOK 305 capitalised. Over two-thirds of our investments are made in areas that largely support new sustainable solutions, and approximately one-third supports the development of existing products.

A case study related to developing green solutions for the market, is the contract for upgrading three Hurtigruten Norwegian Coastal Express passenger vessels with comprehensive equipment packages for hybrid operation. The company aims to cut CO2 emissions from their operation along the coast of Norway by at least 25 percent annually. This relates to actions on R&D development and sustainable product creation with a short-term timescale and immediate implementation and delivery to the market.

This cost figure reported in the cost to realize opportunity, must be seen together with other opportunities, short term and long term, hence only a portion of the total spend for sustainable product development is allocated to this opportunity. The estimated calculation in the cost to realize opportunity is for 30% of the total 2022 R&D budget of 1980 MNOK = 594 MNOK. The cost must be seen together with other opportunities, short term and long term, hence only a portion of the total spend for sustainable product development is allocated to this opportunity.

The realization of the opportunity is anticipated over a shorter time frame; 1-5 years.

Comment

We have described opportunities in our Annual and Sustainability report in qualitative terms in different ways and contexts: (<https://www.kongsberg.com/globalassets/corporate/investor-relations/annual-report-2022/oppdatert-rapport3/kog-rapport-2022-gb-final-pdf-290323.pdf>). In this CDP report we also illustrate the opportunities in quantitative terms, using estimates and assumptions to our best knowledge. We emphasise that the estimated potential impact are assumptions and not verified by a third party.

Identifier

Opp3

Where in the value chain does the opportunity occur?

Downstream

Opportunity type

Products and services

Primary climate-related opportunity driver

Development and/or expansion of low emission goods and services

Primary potential financial impact

Increased revenues resulting from increased demand for products and services

Company-specific description

Kongsberg Defence & Aerospace (KDA) develops technology for a wide product range from deep sea to outer space and for the defence sector. Products are made from raw materials, such as different metals and composites, electric components and all sorts of mechanical parts, optics, sensors and other fittings. KDA products contains raw materials and parts suitable for recycling and circular economy. KDA will design new products with the circularity principles in the forefront of the design and concept phase.

As a context for this opportunity, the defence sector is seeing, and is expected to see even more, stricter regulations on climate effects from defence operations. The development is especially driven from an European and US perspective, but is expected to expand in a global context within a short time-horizon. The development is expected to give opportunities at a global scale.

This development of sustainable and circular products will be of specific importance, and potentially give material operational impact, on our defence business area (KDA), which represented 37% of the total revenues for the Group in 2022.

At the current stage there is an opportunity for KDA to take a leading role in the defence market with regards to circular economy. This is in addition to the already established business model of designing products with long lifetime and focusing on maintenance, repair and upgrade programs on product platforms. The operational impact of this opportunity, is that it can give a competitive advantage and contribute to increased sales and revenues. External markets are being followed closely and the efforts in enhanced and sustainable commercial products are also being followed for adoption in the industry.

Time horizon

Short-term

Likelihood

More likely than not

Magnitude of impact

Medium

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

118600000

Potential financial impact figure – minimum (currency)

<Not Applicable>

Potential financial impact figure – maximum (currency)

<Not Applicable>

Explanation of financial impact figure

In the short-term, KDA sees that low to middle value contracts could be realized or gained by a competitive advantage for offering circular based or alternative environmentally focused products. The time frame of this advantage would be short lived and we expect within a range of 2-3 years, our competitors will follow. We have estimated that the opportunity to be on contracts representing 1% of annual revenue of 11.860 MNOK. Calculation of financial impact figure: $(1 * 11.860.000.000)/100 = 118.600.000$

Cost to realize opportunity

50000000

Strategy to realize opportunity and explanation of cost calculation

Our strategy to realize opportunities within circular and sustainable products starts with building internal competence, preparing for new legal requirements / customer demands, assessing circularity potential of our product portfolio. Our approach aims to keep products, materials, equipment and infrastructure in our own or other value chains for the longest amount of time to improve productivity. KONGSBERG's ambition to support the transition to a circular economy is an integral part of our business strategy, approved by the Board of Directors in 2022. We work to incorporate circular principles into our business models, policies and processes, with a particular emphasis on product design, material technology, using circular products, waste management and limiting disposal by end of life for products. Being a strategic security partner in national defence is a great responsibility that subjects Kongsberg Defence & Aerospace to comprehensive legislations and restrictions. Complying with these requirements is a fundamental commitment. The challenge moving forward is to balance governance and license to operate, with our commitment to ensure responsible consumption of resources and reduce the environmental footprint from our products and operations.

As a case study, we can mention that in 2022 Kongsberg Defence & Aerospace led a pilot project for circular economy assessments in the business area, to develop tools, identify improvements and programs for implementing them. KONGSBERG has started exploration of a digital tool to provide current status and performance within key elements of the circular economy for some of our main products, which also provides an overview of their circularity performance. The circular economy assessment has provided users with basic training and an introduction to the circular economy framework. Twenty-five employees have gone through a full-day workshop, completing the assessment and getting insights into how different parameters can affect all aspects of the product. The actions of the circularity programme of competence building, preparations for requirements / demands, and assessment of circularity potential has a roll-out timescale of 3 years, 2022 to 2025.

Additional costs to realize the opportunity is calculated to be in the range of 5-50 MNOK, and we have used the upper end of the estimate as our figure for cost to realize opportunity. Cost calculation $1 * 50 \text{ MNOK} = 50 \text{ MNOK}$

Comment

We have described opportunities in our Annual and Sustainability report in qualitative terms and many ways: (<https://www.kongsberg.com/globalassets/corporate/investor-relations/annual-report-2022/oppdatert-rapport3/kog-rapport-2022-gb-final-pdf-290323.pdf>). In this CDP report we also illustrate the opportunities in quantitative terms, using estimates and assumptions to our best knowledge. We emphasise that the estimated potential impact are assumptions and not verified by a third party.

C3.1

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

Row 1

Climate transition plan

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

Publicly available climate transition plan

<Not Applicable>

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

<Not Applicable>

Description of feedback mechanism

<Not Applicable>

Frequency of feedback collection

<Not Applicable>

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

<Not Applicable>

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

KONGSBERG's goals for 2023 includes the development of a climate transition plan including a carbon emission reduction pathway in line with the Paris Climate Agreement and according to the methodology of the Science-Based Target initiative (SBTi). During 2022 we established and started the implementation of science-based emission reduction targets across the group

and in our supply chain. We applied climate scenario analysis in our strategy processes in 2022, and this will be further developed in 2023.

KONGSBERG has committed to a strategic ambition level of net zero in 2050. The company’s strategy processes include our Business Areas with particular attention to expected changes in market dynamics and climate-related public policy, to be able to adapt to the demand for low-carbon products in the green transition. We will ensure that strategy processes include financial planning for adaptation and for capitalising on business opportunities. We will stress-test new strategic choices against climate-related scenarios .

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

<Not Applicable>

C3.2

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

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

C3.2a

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

Climate-related scenario	Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Transition scenarios Customized publicly available transition scenario	Company-wide	1.5°C	In 2022, KONGSBERG continued developing our approach to climate-related risks and opportunities, based on the recommendation of the Task Force on Climate-related Financial Disclosures (TCFD). During the year we further developed our risk process to include stress testing against climate-related risk scenarios to our business strategy. In the first phase of this work, KONGSBERG performed a high-level assessment, identifying climate-related risks and opportunities that could have substantial impact on KONGSBERG’s businesses, strategy, and financial planning. For our initial scenario analysis, we used SSP1 (RCP1.9) and SSP1 (RCP 7.0) and customized with information from a publicly available IIASA dataset. The risk assessments that are integrated in our Group wide Enterprise Risk Management (ERM) process, are used as a basis to rank risks according to their potential impact and degree of uncertainty. KONGSBERG has committed to a strategic ambition level of net zero in 2050, and as a technology company, we strive to be ahead when it comes to improvements and innovations that support the transition to a lower-carbon, more energy-efficient economic system. KONGSBERG is facing considerable opportunities to develop competitive technology which responds to the market’s changing demands for low-emission products and services. A significant part of our revenues originates from the maritime sector. This sector is generally exposed to transitional risks, considering the exposure to the Oil & Gas industry. For instance, transportation by sea is moving from fuel-intensive to hybrid and electric technology and alternative technologies for propulsion systems are being explored. Maritime sector also faces regulatory risks related to decarbonization regulations. There is an increasing focus on value chains and circular economy. By considering climate risk and opportunity in our technological development we actively respond and aim to capture value and build resilience as the energy transition develops.
Physical climate scenarios RCP 7.0	Company-wide	<Not Applicable>	The scenario analysis KONGSBERG have applied include two opposite scenarios to capture a range of assumptions about uncertain futures. The chosen were published by the IPCC, and were SSP 1 - 1.9 and the SSP 3 - 7.0. Our work with using scenario analysis is maturing in the organisation, and in the reporting year, the focus has been to address the medium-term horizon, 2030, as a first assesment. The outcome was a stress test of the risks that were considered to have the highest potential impact on KONGSBERG’s business, and those with a high degree of uncertainty. The focus is on our presence in the maritime industry representing a broad physical international exposure and a relatively large scope of services connected with the Oil & Gas industry.

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

1. How could climate-related risks, physical and transition risks, plausibly affect our company?
2. What do we need to support decision-making? What shall we prioritize?
3. Define roadmaps (Time Horizon(s))

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

We have conducted scenario-analysis for our two main business areas within defence and maritime sector. The two business areas have different organizational approaches and capabilities to identify and manage climate related risks and opportunities. Due to the strategic nature of climate related risks and opportunities, we will further develop a more systematic and streamlined approach to scenario analyses in the future. This includes developing and tracking estimates of future costs and potential revenue related to climate-related factors across our business areas and reporting . These analysis have informed our business strategy processes, and will be further developed.

The main, preliminary results of the conducted scenario analysis for the transition risk that plausibly can affect our company are:

- The maritime sector is seeing, and is expected to see even more, stricter regulations in certain markets (EU) and in a global context (IMO)
- Uncertainty regarding when Oil & Gas production could peak and when a significant decrease will affect demand for KONGSBERG products and services
- Offshore wind farms are set to boom over the next few years, becoming an ever more important way of meeting the world's sustainable energy needs

The defence sector is seeing, and is expected to see even more, stricter regulations on climate effects from defence operations, which is expected to impact customer behaviour in the sector in a "greener" direction . The development is especially seen from an European and US perspective, but is expected to expand in a global context within a short term timescale.

The chance of physical risk in our own business as a result of climate change is considered relatively low. We have thoroughly surveyed production sites and offices and have relevant safety measures and alternative supply lines in place for locations that could be affected by extreme weather events. We have Property Damage and Business Interruption Coverage (PDBI) insurance in place, which covers risks adapted to our exposure in the different locations around the world in which we operate.

Our ambition is to be at the forefront of the energy transition, balanced with strong economic and environmental performance and value creation, where our technology is part of the solution. This is the rationale behind our efforts, including identifying the need for diversification into other industries and segments, as well as development of new products and services within existing Business Areas.

One of the more strategic outcomes of our climate related scenario analysis, is the decision to gather all of our efforts in a holistic approach and create a climate transition plan for the whole group, that includes our answers to the focal questions. The timeline for creating a holistic climate transition plan is to complete it in 2023.

C3.3

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

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	<p>As a technology company, we strive to be ahead when it comes to improvements and innovations that support the transition to a lower-carbon, more energy-efficient economy. KONGSBERG is facing considerable opportunities in developing competitive technology which responds to the market's changing demands for low-emission products and services.</p> <p>For instance, transportation by sea is moving from fuel-intensive to hybrid and electric technology and alternative technologies for propulsion systems are being explored. The maritime sector also faces regulatory risks related to decarbonisation regulations.</p> <p>There is also an increasing focus on value chains and circular economy. By considering climate related risks and opportunities in our technological development, we actively respond and aim to capture value and build resilience as the energy transition develops.</p> <p>In the reporting year, we have rapidly increased our investments in product development and efforts in decarbonisation solutions, such as offshore wind, zero-emission vessels and renewable energy to ensure that KONGSBERG is well positioned in seizing climate-related opportunities while accelerating the energy transition.</p> <p>Climate-related risks and opportunities has informed our maritime and digital businesses and led to increased R&D and increasing offerings for the "green transition". If we are not able to migrate fast enough we can experience reduced demand for our products and services, and competitors might take market-shares. If we do not succeed in technology development according to the markets expectations this can be a substantial risk.</p> <p>KONGSBERG spends considerable resources on product development every year to be in the forefront as a technology-leader in our segments.. In 2022 this amounted to a total of MNOK 1,980 of which 1,675 was expensed and 305 capitalised. Over two-thirds of our investments are made in areas that largely support new sustainable solutions, and approximately one-third supports the development of existing products.</p> <p>Kongsberg delivers a wide range of products and services for technological developments which can reduce our customers GHG emissions substantially.</p> <p>During 2023 KONGSBERG will develop a climate transition plan, that includes low carbon products and services.</p>

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Supply chain and/or value chain	Yes	<p>For our suppliers, KONGSBERG is addressing several aspects, including emissions in Scope 3, where KONGSBERG has set an engagement target for Purchased goods and services and capital goods. The goal is for 67 per cent of KONGSBERG's direct suppliers (by spend) to set their own science-based targets by 2027.</p> <p>We address climate in our Code of Ethics and Business Conduct, and in our Supplier Conduct Principles.</p> <p>The rationale behind our efforts with climate related risks and opportunities for our supply chain and value chain are that over 95% of the emissions in our value chain are made by our suppliers and our customers. Our strategy has been influenced by our scenario analysis, where we identified that requirements to our suppliers and enabling our customers would be the areas where we could contribute to the largest emission reductions.</p> <p>The plan for climate reduction in our supply chain is integrated in our Supplier Conduct Principles, and we are working on developing more specific weighting of climate factors when choosing new suppliers, and renewals of contracts.</p> <p>We have included goals and KPI's related to our supply chain in our strategic goals, including the CEO and top management in the Group.</p> <p>As a case study of how we have engaged with our suppliers, one of the most substantial strategic decisions was to include GHG accounting and Science Based Targets in our expectations to our suppliers. We have also distributed e-learning to our suppliers particular emphasis on the environment, climate and human rights. As part of this process, we arranged supplier conferences for our largest suppliers. Kongsberg have more than 8,500 suppliers globally, and we will continuously assess the need to update governance documents, methodologies, tools and training for our suppliers. We will evaluate experiences from our current initiatives and further develop work with a sustainable value chain. During 2022, we continued developing and motivating our strategic suppliers to become certified according to ISO 14001 Environmental management systems. We are satisfied that in 2022 we managed to surpass our target (50 percent of ISO 14001 certified suppliers)</p>
Investment in R&D	Yes	<p>Kongsberg have been investing heavily in the upgrading of our existing product portfolio and the development of new products. The rationale behind our efforts has been our ambition to be at the forefront of the green transition, and that our technology is part of the solution.</p> <p>Upgrades and improvements to the product portfolio are focused on ensuring that our customers have access to new versions and improvements where required. It is also important to invest in existing products to ensure that they can continue to be produced and maintained throughout their lifecycle.</p> <p>Climate related risks and opportunities has influenced our strategy by identifying what sectors, our products and services will be in increased or decreased demand in the short, medium and long term.</p> <p>KONGSBERG spends considerable resources on innovation and product development every year. In 2022, this amounted to a total of MNOK 1,980 of which MNOK 1,675 was expensed and MNOK 305 capitalised. A significant share of investments in the defence sector are customer funded and not part of these numbers.</p> <p>Within our maritime market segments, we maintain a high share of investments related to sustainable solutions and energy transition. Over two-thirds of our investments are made in areas that largely support new sustainable solutions, and approximately one-third supports the development of existing products.</p> <p>Kongsberg delivers a wide range of products and services for technological developments which can reduce our customers GHG emissions substantially.</p> <p>Our business strategy includes continuous investments in R&D to meet this development, and to be in forefront as a technology-leader in our segments.</p>
Operations	Yes	<p>For our own operations, our risk and opportunity strategies are rooted in our ISO 14001 Environmental Management.</p> <p>All our business areas are certified in accordance with ISO 14001, where risk management is a key element. Our Environmental Management System is governed according to ISO 14001 which enables us to enhance our environmental performance.</p> <p>We aim to systematically manage our risks, including the environmental impact of our products and services. If the risk cannot be mitigated, we put in place efforts to minimise its negative impact.</p> <p>Material environmental risks are integrated in our Enterprise Risk Management system. The rationale for our efforts is that we wish to deal with environmental issues, at the earliest stage possible, and be prepared to mitigate risks preferably before, but also during and after their inception, while also capitalizing on any opportunities at the earliest possible time.</p> <p>The ISO 14001 Environmental Management, ensures quality, comparable management and reporting throughout the Group. We are also exploring targets related to the development of products that have lower GHG emissions.</p> <p>In our own operations, our strategies has been influenced by needs for circular business processes, our goals for reducing CO2 (carbon dioxide) emissions, sustainable buildings / production sites and sustainable purchasing. This strategy is followed up with risk based plans in each Business Area, including setting goals and KPI's for internal operations.</p> <p>KONGSBERG has developed a new climate strategy in line with the goals of the Paris Agreement. In October 2021 our CEO Geir Håøy signed and submitted a Commitment letter to the Science Based Targets initiative (SBTi) where he committed KONGSBERG to set climate targets that are in line with a 1.5-degree scenario. The goals have been delivered to SBTi for approval in 2023.</p> <p>Kongsberg's strategic goal is to utilise our technologies to develop sustainable solutions for today's societal challenges.</p> <p>Our products and solutions have strong focus on green solutions and the digital transformation towards higher operational efficiency, safety and reliability for our customers.</p>

C3.4

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

	Financial planning elements that have been influenced	Description of influence
Row 1	Revenues Direct costs Capital expenditures	<p>Sustainability is considered in many of KONGSBERG's investment processes, and in 2022 we identified the need for a more structured and consistent approach to assessing sustainability, within the area of climate and environment in particular. By embedding sustainability as both a motivation and criteria in corporate development, we aim to further strengthen our business model. We believe this is an effective measure in identifying and prioritising investments that have the potential to provide positive societal impact and superior value creation.</p> <p>In 2022, we developed guidelines to include circularity, Life Cycle Assessments and materials as part of the product management process requirements, enabling our designers and engineers to consider sustainability early in the design phase of new product and system solutions. Going forward we will implement the guidance and mature our approach, including exploring ambition level for investments in sustainable products and projects.</p> <p>In addition, we further strengthened our M&A due diligence processes by reviewing and expanding the workstream dedicated to climate and environmental assessments</p> <p>Our business strategy includes continuous investments in R&D to meet this development, and to be in forefront as a technology-leader in our segments. Climate related risks and opportunities have influenced our financial planning.</p> <p>KONGSBERG spends considerable resources every year on product development. In 2022, this amounted to a total of MNOK 1,980 of which MNOK 1,675 was expensed and MNOK 305 capitalized. Over two-thirds of our investments are made in areas that largely support new sustainable solutions, and approximately one-third supports the development of existing products. Kongsberg delivers a wide range of products and services for technological developments which can reduce our customers GHG emissions substantially.</p> <p>We budget for further product development investments on short- and long term perspective, as an assumption for being a market leader in our segments including digitalisation, hybrid solutions for maritime sector etc. This will thus both affect direct cost in a short- and long term perspective, and revenues in a longer perspective as the basis for future growth in revenues. The time perspectives for many of our reduction targets, investments, and product development projects use time horizons until 2030.</p> <p>In the reporting year, we have rapidly increased our investments in product development and efforts in decarbonization solutions, such as offshore wind, zero-emission vessels and renewable energy to ensure that KONGSBERG is well positioned in seizing climate-related opportunities while accelerating the energy transition.</p> <p>In 2023, we have been working on the development of a holistic climate transition plan.</p> <p>Within our maritime market segments, we maintain a high share of investments related to sustainable solutions and the energy transition.</p> <p>In 2022, we have established activities related to circular economy across the business areas. Kongsberg Renewables Technologies was established in the second half of 2022 to strengthen the group's offering and presence within the renewables sector. These are examples of important initiatives to accelerate the energy transition which are not immediately visible from our reported figures on investments and product development.</p>

C3.5

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

	Identification of spending/revenue that is aligned with your organization's climate transition	Indicate the level at which you identify the alignment of your spending/revenue with a sustainable finance taxonomy
Row 1	Yes, we identify alignment with a sustainable finance taxonomy	At both the company and activity level

C3.5a

(C3.5a) Quantify the percentage share of your spending/revenue that is aligned with your organization's climate transition.

Financial Metric

Revenue/Turnover

Type of alignment being reported for this financial metric

Alignment with a sustainable finance taxonomy

Taxonomy under which information is being reported

EU Taxonomy for Sustainable Activities

Objective under which alignment is being reported

Climate change mitigation

Amount of selected financial metric that is aligned in the reporting year (unit currency as selected in C0.4)

15000000

Percentage share of selected financial metric aligned in the reporting year (%)

0

Percentage share of selected financial metric planned to align in 2025 (%)

0

Percentage share of selected financial metric planned to align in 2030 (%)

0

Describe the methodology used to identify spending/revenue that is aligned

KONGSBERG, as a non-financial parent, share our performance on revenue for 2022 according to the definitions established by the EU Taxonomy Regulation. Since these are important to prepare a complete report on alignment performance on the OPEX and CAPEX KPIs, we have decided to focus on the revenue KPI for our first voluntary report. The current scope of the EU Taxonomy regulation limits reporting to the first two environmental objectives; Climate change mitigation and Climate change adaptation. KONGSBERG's performance is measured as eligible, aligned, and non-eligible economic activities related to the revenue KPI of the EU Taxonomy, with links to the financial statements.

KONGSBERG has identified four relevant activities from the existing scope of the EU Taxonomy:

- 'Production of heat/cool using waste heat (Climate change mitigation – 4.25))
- 'Retrofitting of sea and coastal freight and passenger water transport (Climate change mitigation – 6.12))
- 'Acquisition and ownership of buildings (Climate change mitigation – 7.7))
- 'Data-driven solutions for GHG emissions reductions (Climate change mitigation – 8.2))

'Retrofitting of sea and coastal freight and passenger transport' represent the largest activity for KONGSBERG with close to NOK 1.5 billion in revenue. We have not reported any of this revenue to be aligned, since we have not established the tools and procedures to appropriately identify relevant projects that can meet the Substantial contribution criteria.

Kongsberg Maritime and Kongsberg Digital both make contributions under the 'Data-driven solutions for GHG emission reductions' activity. In 2022 the eligible revenue under this activity was NOK 0.5 billion. The specific requirements for benchmarking the solutions offered is not clear yet, and we have not evaluated the life-cycle GHG emission savings that our solutions offer. As a result, we only report eligible revenue from this activity. Two activities related to our real-estate activities have been found relevant: 'Production of heat/cool using waste heat', and 'Acquisition and ownership of buildings'. In 2022 KONGSBERG sold heat generated from waste heat to external tenants to the amount of MNOK 15. This revenue is evaluated to meet the requirements to be reported as aligned in our reporting. Since relevant definitions for the Substantial contribution criteria for the acquisition and ownership of buildings activity was not available by the time we performed our evaluations, we only report on eligibility. In 2022 we had MNOK 65 in revenue from external tenants related to our owned real-estate.

The largest part of KONGSBERG's revenues is not yet defined in the existing scope of the EU Taxonomy. Activities described and prioritized by the EU Taxonomy aim to make a step change in a sustainable direction where significant improvements are possible. As such, non-eligible activities are not synonymous with un-sustainable activities. When the activities under the remaining four environmental objectives are concluded, we expect more of our financial activities to be within scope of the EU Taxonomy, and result in a higher share of eligible revenues.

C3.5b

(C3.5b) Quantify the percentage share of your spending/revenue that was associated with eligible and aligned activities under the sustainable finance taxonomy in the reporting year.

Economic activity

Production of heat/cool using waste heat

Taxonomy under which information is being reported

EU Taxonomy for Sustainable Activities

Taxonomy Alignment

Taxonomy-aligned

Financial metric(s)

Turnover

Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

15000000

Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year

0.05

Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year

0.05

Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year

0

Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year

<Not Applicable>

Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year

<Not Applicable>

Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year

<Not Applicable>

Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year

<Not Applicable>

Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year

<Not Applicable>

Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year

<Not Applicable>

Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year

<Not Applicable>

Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year

<Not Applicable>

Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year

<Not Applicable>

Type(s) of substantial contribution

Activity enabling mitigation

Calculation methodology and supporting information

KONGSBERG owns and manage properties, primarily for own benefit. In and around the Kongsberg area we also own real estate which are rented out to external companies. KONGSBERG has an agreement with the municipality to acquire waste heat from the municipality's sewer system to generate heating for the properties under our management. We charge the external companies that rent offices and space for heating, part of which is sourced from the production of heat from the municipality's sewer system.

We report only the sale of heat from the main site of Kongsberg Technology Park (KTP) since we have not yet implemented all relevant systems and tools to extract the value of all heat sold to external tenants.

The activity is subject for evaluation as part of the group wide climate-related risk evaluation, including scenario stress-testing, performed during the year. A service and maintenance programme exist to ensure optimal operation and extend the expected lifetime of the required machinery for the activity. Further, we apply ammonia as an ultra-low global warming potential (GWP) refrigerant in our heat pumps. The type of equipment used for this production is not covered by Ecodesign or Energy labelling. Environmental Impact Assessment is not relevant for the specific activity performed by KONGSBERG and the relevant operation is not located in or near biodiversity-sensitive areas as described by the EU Taxonomy

Technical screening criteria met

Yes

Details of technical screening criteria analysis

KONGSBERG meets the Substantial contribution criteria for Climate change mitigation by producing heat from waste heat. During 2022 we have sold heating to external tenants to the value of MNOK 15. This is derived through reports of the amount of kWh equivalent energy delivered to the external tenants from the heat recovery, multiplied by the average energy price of the energy mix during each month.

Do no significant harm requirements met

Yes

Details of do no significant harm analysis

Several criteria exist for evaluation against Do no significant harm in the EU Taxonomy. We have reviewed the requirements and consider that our activity to produce heat using waste heat do no significant harm to the relevant environmental objectives.

Minimum safeguards compliance requirements met

Yes

Details of minimum safeguards compliance analysis

Minimum safeguards criteria are outlined in the EU Taxonomy regulation (EU 2020/852) Article 3 and 18 and establish that compliance is required on entity level to qualify activities as environmentally sustainable. KONGSBERG has relied on the final report advice presented by the Platform on Sustainable Finance on the application of Minimum safeguards to evaluate compliance. In their advice, four criteria are identified where compliance is required: Human Rights, Corruption, Taxation, and Fair Competition.

Economic activity

Retrofitting of sea and coastal freight and passenger water transport

Taxonomy under which information is being reported

EU Taxonomy for Sustainable Activities

Taxonomy Alignment

Taxonomy-eligible but not aligned

Financial metric(s)

Turnover

Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year

<Not Applicable>

Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year

<Not Applicable>

Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year

<Not Applicable>

Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

1454000000

Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year

4.57

Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year

<Not Applicable>

Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year

<Not Applicable>

Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year

<Not Applicable>

Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year

<Not Applicable>

Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year

<Not Applicable>

Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year

<Not Applicable>

Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year

<Not Applicable>

Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year

<Not Applicable>

Type(s) of substantial contribution

<Not Applicable>

Calculation methodology and supporting information

Kongsberg Maritime delivers projects and orders related to retrofit and upgrade of vessels designed and equipped for sea and coastal transport of freight or passengers as described by the EU Taxonomy. The current scope of eligible vessels provides some room for interpretation. We will continue to develop our understanding of relevant vessel types through further guidance from the EU and through monitoring of how the market interprets what vessels are considered in scope of eligibility. For this reporting we have chosen to apply what we consider to be a broad definition of relevant vessels. For instance, we have not limited tugs to only consider eligible those that are dedicated to port operations. Further, we have chosen to include Offshore Supply, and similar vessels, on the basis that they transport freight between the shore and offshore operations. Vessels that do not have the primary function to transport freight or passengers, such as navy, fishing, and research vessels are not considered eligible in our reporting. We also exclude vessels that does not have own propulsion, such as barges. We have only evaluated deliveries that provide improved functionality from the original design. Replacements and similar maintenance activities have as such not been included, even if they restore the performance of the vessel back to original state.

Technical screening criteria met

No

Details of technical screening criteria analysis

KONGSBERG has delivered several offers during 2022 to customers with improvements in fuel consumption that is expected to meet the threshold set in the Substantial contribution criteria.

However, we have not yet adopted the required procedures and tools to ensure those estimates meet the calculation requirements defined by the EU Taxonomy and that relevant projects are identified accordingly. As such, no revenues have been reported to be aligned.

The EU published a complimentary delegated act that included specific gas energy activities in the list of activities covered by the EU Taxonomy. These included among others electricity generation from fossil gaseous fuels. At the moment it appears that this amendment should not have an impact for vessels dedicated for the transport of LNG and LPG relative to other vessels dedicated to the transport of fossil fuels. However, we will continue to follow any further guidance from the EU on this topic during 2023

Do no significant harm requirements met

No

Details of do no significant harm analysis

An evaluation against Do no significant harm criteria has not been performed, provided that no activities have been assessed to meet the Substantial contribution criteria.

Minimum safeguards compliance requirements met

Yes

Details of minimum safeguards compliance analysis

Minimum safeguards criteria are outlined in the EU Taxonomy regulation (EU 2020/852) Article 3 and 18 and establish that compliance is required on entity level to qualify activities as environmentally sustainable. KONGSBERG has relied on the final report advice presented by the Platform on Sustainable Finance on the application of Minimum safeguards to evaluate compliance. In their advice, four criteria are identified where compliance is required: Human Rights, Corruption, Taxation, and Fair Competition.

Economic activity

Acquisition and ownership of buildings

Taxonomy under which information is being reported

EU Taxonomy for Sustainable Activities

Taxonomy Alignment

Taxonomy-eligible but not aligned

Financial metric(s)

Turnover

Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year

<Not Applicable>

Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year

<Not Applicable>

Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year

<Not Applicable>

Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

65000000

Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year

0.2

Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year

<Not Applicable>

Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year

<Not Applicable>

Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year

<Not Applicable>

Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year

<Not Applicable>

Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year

<Not Applicable>

Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year

<Not Applicable>

Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year

<Not Applicable>

Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year

<Not Applicable>

Type(s) of substantial contribution

<Not Applicable>

Calculation methodology and supporting information

KONGSBERG owns property, which mainly supports our own operation. However, some of our real estate is also rented out to external companies, especially at Kongsberg Technology Park (KTP). We interpret the description of the activity to limit the scope to properties owned by KONGSBERG. Hence, sub-letting of other properties has not been considered in scope of the activity description

Technical screening criteria met

No

Details of technical screening criteria analysis

Important definitions related to 'nearly zero-energy building' and Primary Energy Demand were only made available by the Norwegian government at the end of January 2023. Hence, we did not have sufficient time available to perform the relevant evaluations of eligible activities according to the Substantial contribution criteria of the EU Taxonomy for activities which rely on these definitions. As such, we have not evaluated the eligible revenue under this activity against the criteria for Substantial contribution.

Do no significant harm requirements met

No

Details of do no significant harm analysis

Since relevant definitions for the Substantial contribution criteria for the acquisition and ownership of buildings activity was not available by the time we performed our evaluations, we only report on eligibility

Minimum safeguards compliance requirements met

Yes

Details of minimum safeguards compliance analysis

Minimum safeguards criteria are outlined in the EU Taxonomy regulation (EU 2020/852) Article 3 and 18 and establish that compliance is required on entity level to qualify activities as environmentally sustainable. KONGSBERG has relied on the final report advice presented by the Platform on Sustainable Finance on the application of Minimum safeguards to evaluate compliance. In their advice, four criteria are identified where compliance is required: Human Rights, Corruption, Taxation, and Fair Competition.

Economic activity

Data-driven solutions for GHG emissions reductions

Taxonomy under which information is being reported

EU Taxonomy for Sustainable Activities

Taxonomy Alignment

Taxonomy-eligible but not aligned

Financial metric(s)

Turnover

Taxonomy-aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year

<Not Applicable>

Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year

<Not Applicable>

Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year

<Not Applicable>

Taxonomy-eligible but not aligned turnover from this activity in the reporting year (unit currency as selected in C0.4)

512000000

Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year

1.61

Taxonomy-aligned CAPEX from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year

<Not Applicable>

Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year

<Not Applicable>

Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year

<Not Applicable>

Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year

<Not Applicable>

Taxonomy-aligned OPEX from this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year

<Not Applicable>

Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year

<Not Applicable>

Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year

<Not Applicable>

Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (unit currency as selected in C0.4)

<Not Applicable>

Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year

<Not Applicable>

Type(s) of substantial contribution

<Not Applicable>

Calculation methodology and supporting information

Both Kongsberg Maritime and Kongsberg Digital offer data-driven solutions which enable greenhouse gas emission reductions. Revenues related to providing solutions through a subscription service, necessary hardware, as well as setup and installations are all evaluated to meet the eligibility criteria of the EU Taxonomy.

All products and solutions which offer the opportunity to reduce GHG emissions have been considered eligible. This implies that revenues from Oil & Gas customers are included in the eligibility data, provided that the offered solution enable GHG emission reductions.

Kongsberg Digital offer data-driven solutions which enable more efficient use of assets and reduce impact from unwanted future events. Through this, customers can limit GHG emission. The main customers for the Digital Twin, Ledaflow and K-Spice products operate in the Oil & Gas industry. In total, the majority of the Kongsberg Digital contribution to the eligible revenue is related to Oil & Gas customers. However, the technology is industry agnostic and transferable to other industry verticals. The remaining activity is related to the Vessel Insight solution.

K-IMS is a digital solution offered by Kongsberg Maritime and is similar to the Vessel Insight solution from Kongsberg Digital. Both solutions provide data and analytics in a delivery that offer improved decision-making support for customers to reduce fuel consumption and as such reduce GHG emissions. We have also reported Health Management monitoring services from Kongsberg Maritime as eligible since it ensures that assets receive service and maintenance follow up that allow them to operate under optimal conditions.

Technical screening criteria met

Yes

Details of technical screening criteria analysis

With reference to Article 16 of Regulation (EU) 2020/852, we conclude that it is only compliance against Substantial contribution which is subject for evaluation towards the lock-in principle, established to avoid undermining of long-term environmental goals. At the same time, we observe that other activities, such as 6.12 concerning retrofitting of sea and coastal freight and passenger transport, explicitly exclude activities covered by the lock-in principle in their Substantial contribution criteria.

We will continue to stay up to date on further guidance related to alignment reporting on this topic from the EU and will also monitor how comparable companies interpret their activities in this regard.

Do no significant harm requirements met

No

Details of do no significant harm analysis

An evaluation against Do no significant harm criteria has not been performed, provided that no activities have been assessed to meet the Substantial contribution criteria.

Minimum safeguards compliance requirements met

Yes

Details of minimum safeguards compliance analysis

Minimum safeguards criteria are outlined in the EU Taxonomy regulation (EU 2020/852) Article 3 and 18 and establish that compliance is required on entity level to qualify activities as environmentally sustainable. KONGSBERG has relied on the final report advice presented by the Platform on Sustainable Finance on the application of Minimum safeguards to evaluate compliance. In their advice, four criteria are identified where compliance is required: Human Rights, Corruption, Taxation, and Fair Competition.

C3.5c

(C3.5c) Provide any additional contextual and/or verification/assurance information relevant to your organization's taxonomy alignment.

The largest part of KONGSBERG's revenues is not yet defined in the existing scope of the EU Taxonomy. Activities described and prioritized by the EU Taxonomy aim to make a step change in a sustainable direction where significant improvements are possible. As such, non-eligible activities are not synonymous with un-sustainable activities. When the activities under the remaining four environmental objectives are concluded, we expect more of our financial activities to be within scope of the EU Taxonomy, and result in a higher share of eligible revenues.

For the activity related to low carbon technologies for transport, it should be noted that there is a reference to the retrofitting of vessels activities (6.12), which we have identified as relevant to KONGSBERG. However, we evaluate to be lower in the supply chain than what the activity description of the EU Taxonomy aims to address for the remaining scope under the activity. The identified NACE codes in the EU Taxonomy that are relevant for the maritime industry are C30.1 and C33.15. C30.1 cover the building of ships and floating structures and explicitly describe manufacture of parts of vessels as excluded from the NACE code.

C.33.15 covers the repair and maintenance of ships and boats. This is considered a relevant NACE code to Kongsberg Maritime under activity 6.12. However, with the current description of the activity we consider that the aim of the manufacture of low carbon technologies for transport activity is to address the new build market. In this market we act as a supplier to the shipyard, and we do not consider KONGSBERG to be a supplier of the vessel itself. We do deliver critical components necessary for the function of the vessel and have physical presence at the shipyard during the construction of the vessel, including participation in sea trials.

Should we have concluded that the activity was relevant to KONGSBERG, the implication would be that products, systems, and solutions delivered would depend on the specific vessel segment to meet the Substantial contribution criteria. The products, systems, and solutions delivered to a vessel segment that does not meet the Substantial contribution criteria would be regarded as eligible only, while the same delivered to a vessel segment that meets the Substantial contribution criteria would be regarded as aligned, provided Do no significant harm and Minimum safeguards conditions are met. Hence, the sustainable performance of the product, system, or solution themselves would only be relevant when they contribute to shift the vessel to be within the thresholds defined by the Substantial contribution criteria.

We have significant and critical contributions to vessels dedicated to the Offshore Wind industry. However, when we apply the same principle as applied to the manufacture of low carbon technologies for transport, we settle again that KONGSBERG is lower in the supply chain than what the EU Taxonomy aims for to adopt this activity. The renewable energy technology must be considered to be the vessel itself, and not those critical products, systems or solutions delivered by suppliers, such as KONGSERBG, to realize the delivery by the shipyard. The same products, systems and solutions delivered to vessels dedicated to the Offshore Wind industry could also be supplied to other vessels. This highlights again the implication that the sustainable performance of products, systems or solutions are evaluated based on the performance of the vessel they are delivered to, rather than their individual performance. As such, we consider this activity to be beyond our scope of work and the ambition of the EU Taxonomy.

The description of the manufacture of other low carbon technologies leaves significant room for interpretation. Renewable energy and the transport sectors are already covered in other dedicated manufacturing activities, even if we have not found them to be relevant for KONGSBERG given the understanding we have today. Again, a clear definition of what is required to consider a technology to generate substantial GHG emission reductions is not yet available. It is specifically unclear what benchmark to apply when we evaluate whether the products, systems, or solutions deliver GHG emission reductions. Relevant data for competing solutions are generally not available. Many of the products, systems, and solutions that we deliver are critical to enable reduced GHG emissions, while the environmental performance of these on their own merit may be less significant due to where we operate in the value chain. Given these uncertainties and the current available information we have evaluated this activity not to be relevant for KONGSBERG

C4. Targets and performance

C4.1

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

Absolute target
Intensity target

C4.1a

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

Target reference number

Abs 1

Is this a science-based target?

Yes, we consider this a science-based target, and the target is currently being reviewed by the Science Based Targets initiative

Target ambition

1.5°C aligned

Year target was set

2022

Target coverage

Company-wide

Scope(s)

Scope 1
Scope 2

Scope 2 accounting method

Market-based

Scope 3 category(ies)

<Not Applicable>

Base year

2019

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

1255

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

54974

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)

<Not Applicable>

Base year total Scope 3 emissions covered by target (metric tons CO2e)

<Not Applicable>

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

56229

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

100

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

100

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target as % of total base year emissions in Scope 3, Category 15: Investments (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)

<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)

<Not Applicable>

Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)

<Not Applicable>

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

100

Target year

2030

Targeted reduction from base year (%)

96.77

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

1816.1967

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

3232

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

50579

Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)

<Not Applicable>

Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)

<Not Applicable>

Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)

<Not Applicable>

Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)

<Not Applicable>

Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)

<Not Applicable>

Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)

<Not Applicable>

Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)

<Not Applicable>

Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)

<Not Applicable>

Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)

<Not Applicable>

Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)

<Not Applicable>

Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)

<Not Applicable>

Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)

<Not Applicable>

Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)

<Not Applicable>

Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)

<Not Applicable>

Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)

<Not Applicable>

Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)

<Not Applicable>

Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)

<Not Applicable>

Total Scope 3 emissions in reporting year covered by target (metric tons CO2e)

<Not Applicable>

Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

53811

Does this target cover any land-related emissions?

Yes, it covers land-related CO2 emissions/removals associated with bioenergy and non-land related emissions (e.g. non-FLAG SBT with bioenergy)

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

4.44380706994378

Target status in reporting year

Underway

Please explain target coverage and identify any exclusions

Target covers all emissions in Scope 1 + 2, and is an absolute target, and has no significant exclusions.

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

The actions with the highest reduction potential will be implemented from 2023 onwards. This includes switching to biofuel at the Kongsberg Technology Park where we produce district heating, it also includes phasing in purchase of certified renewable energy. Progress from baseyear to 2022 has been small, with an increase in Scope 1 emissions, and a decrease in Scope 2 emissions. In total, a reduction of 4.44%.

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

<Not Applicable>

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?

Yes, we consider this a science-based target, and the target is currently being reviewed by the Science Based Targets initiative

Target ambition

Well-below 2°C aligned

Year target was set

2022

Target coverage

Company-wide

Scope(s)

Scope 3

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

Category 4: Upstream transportation and distribution

Intensity metric

Other, please specify (Metric tons of CO2 per tonne / km)

Base year

2020

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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)

<Not Applicable>

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

121.79

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

121.79

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

121.79

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

<Not Applicable>

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

<Not Applicable>

% 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

<Not Applicable>

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

<Not Applicable>

% 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

<Not Applicable>

% 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

100

% 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
<Not Applicable>

% of total base year emissions in Scope 3, Category 6: Business travel covered by this Scope 3, Category 6: Business travel intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 7: Employee commuting covered by this Scope 3, Category 7: Employee commuting intensity figure
<Not Applicable>

% 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
<Not Applicable>

% 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
<Not Applicable>

% 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
<Not Applicable>

% 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
<Not Applicable>

% 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
<Not Applicable>

% 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
<Not Applicable>

% of total base year emissions in Scope 3, Category 14: Franchises covered by this Scope 3, Category 14: Franchises intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Category 15: Investments covered by this Scope 3, Category 15: Investments intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Other (upstream) covered by this Scope 3, Other (upstream) intensity figure
<Not Applicable>

% of total base year emissions in Scope 3, Other (downstream) covered by this Scope 3, Other (downstream) intensity figure
<Not Applicable>

% of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this total Scope 3 intensity figure
100

% of total base year emissions in all selected Scopes covered by this intensity figure
100

Target year
2030

Targeted reduction from base year (%)
25

Intensity figure in target year for all selected Scopes (metric tons CO2e per unit of activity) [auto-calculated]
91.3425

% change anticipated in absolute Scope 1+2 emissions
0

% change anticipated in absolute Scope 3 emissions
0.01

Intensity figure in reporting year for Scope 1 (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 2 (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)
<Not Applicable>

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)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)
126.94

Intensity figure in reporting year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)
<Not Applicable>

Intensity figure in reporting year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)
<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

126.94

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

126.94

Does this target cover any land-related emissions?

Yes, it covers land-related CO2 emissions/removals associated with bioenergy and non-land related emissions (e.g. non-FLAG SBT with bioenergy)

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

-16.9143607849577

Target status in reporting year

Underway

Please explain target coverage and identify any exclusions

Target covers the emissions from the transport providers who were able to provide reliable data. We will keep the intensity data if we add more transport providers to the total.

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

Close relationship with our transport providers, and allocating more business to providers who are committed to having and delivering on their own Science Based Targets.

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

<Not Applicable>

Target reference number

Int 2

Is this a science-based target?

Yes, we consider this a science-based target, and the target is currently being reviewed by the Science Based Targets initiative

Target ambition

Well-below 2°C aligned

Year target was set

2019

Target coverage

Company-wide

Scope(s)

Scope 3

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

Category 6: Business travel

Intensity metric

Metric tons CO2e per unit FTE employee

Base year

2019

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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)

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

3.13

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

250.6

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

3.7

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

<Not Applicable>

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

<Not Applicable>

% 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

<Not Applicable>

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

<Not Applicable>

% 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

<Not Applicable>

% 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

<Not Applicable>

% 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

<Not Applicable>

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

100

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

<Not Applicable>

% 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

<Not Applicable>

% 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

<Not Applicable>

% 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

<Not Applicable>

% 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

<Not Applicable>

% 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

<Not Applicable>

% 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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

100

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

100

Target year

2030

Targeted reduction from base year (%)

30

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

2.59

% change anticipated in absolute Scope 1+2 emissions

0

% change anticipated in absolute Scope 3 emissions

0.01

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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)

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

1.29

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

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

221.93

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

1.29

Does this target cover any land-related emissions?

Yes, it covers land-related CO2 emissions/removals associated with bioenergy and non-land related emissions (e.g. non-FLAG SBT with bioenergy)

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

217.117117117117

Target status in reporting year

Underway

Please explain target coverage and identify any exclusions

Target covers all business travels by air, excluding customer paid travels.

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

Implementing and improving travel policy, while also implementing a quarterly follow up on each business areas internal target, actions and progress.

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

<Not Applicable>

C4.2

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

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

2022

Target coverage

Company-wide

Target type: absolute or intensity

Absolute

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

Engagement with suppliers	Percentage of suppliers (by procurement spend) with a science-based target
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Target denominator (intensity targets only)

<Not Applicable>

Base year

2019

Figure or percentage in base year

0

Target year

2027

Figure or percentage in target year

67

Figure or percentage in reporting year

11

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

16.4179104477612

Target status in reporting year

Underway

Is this target part of an emissions target?

Yes, this is part of our overall reduction plan to reduce emissions across all scopes

Is this target part of an overarching initiative?

Science Based targets initiative - other

Please explain target coverage and identify any exclusions

Our engagement target is expressed in the expectations and requirements we have to our suppliers, and secured through implementation and reporting according to our Supplier engagement program, Supplier Quality Requirements and Supplier Conduct Principles.

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

We will achieve our targets by engaging with our suppliers, through daily business interface and strategic relationships to ensure good and productive cooperation, work towards having a responsible supply chain working with their own Science Based Targets, and regularly reporting on status and progress to KONGSBERG. We will have a direct engagement approach, through meetings, webinars, site visits and conferences

List the actions which contributed most to achieving this target

<Not Applicable>

C4.3

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

Yes

C4.3a

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

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation	0	0
To be implemented*	10	927
Implementation commenced*	10	927
Implemented*	2	2946
Not to be implemented	0	0

C4.3b

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

Initiative category & Initiative type

Low-carbon energy generation	Geothermal
------------------------------	------------

Estimated annual CO2e savings (metric tonnes CO2e)

1325

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

Scope 2 (location-based)

Scope 2 (market-based)

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

Voluntary/Mandatory

Voluntary

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

2640000

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

95000000

Payback period

11-15 years

Estimated lifetime of the initiative

>30 years

Comment

Initiative category & Initiative type

Low-carbon energy generation	Liquid biofuels
------------------------------	-----------------

Estimated annual CO2e savings (metric tonnes CO2e)

1621

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

Scope 1

Voluntary/Mandatory

Voluntary

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

0

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

115000

Payback period

No payback

Estimated lifetime of the initiative

>30 years

Comment

C4.3c

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

Method	Comment
Internal incentives/recognition programs	The CEO of the KONGSBERG Group, and the Presidents in the Business Areas has personal KPIs related to submitting targets to the Science Based Target initiative in 2022.
Compliance with regulatory requirements/standards	All Business Areas are certified according to ISO 14001.
Dedicated budget for low-carbon product R&D	We spend above two-thirds of our investments (which totaled MNOK 1,980 in 2022)for product development, in areas that largely support new sustainable solutions. Examples of sustainable solutions are: <ul style="list-style-type: none"> • Reduction of energy consumption and environmental impact alongside increased efficiency in the maritime sector • Observation, monitoring and management of marine natural resources and satellite monitoring of rainforests • Carbon-neutral solutions, such as offshore wind and zero-emission vessels.

C4.5

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

Yes

C4.5a

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

Level of aggregation

Group of products or services

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

The EU Taxonomy for environmentally sustainable economic activities

Type of product(s) or service(s)

Shipping	Other, please specify (Retrofitting activities for maritime sector that reduce fuel consumption by more than 10%)
----------	---

Description of product(s) or service(s)

Climate Change mitigation activities; Retrofitting of passenger- and freight transport vessels (ref EU taxonomy art. 6.12). Kongsberg Maritime delivers projects and orders related to retrofit and upgrade of vessels designed and equipped for sea and coastal transport of freight or passengers as described by the EU Taxonomy. The current scope of eligible vessels provides some room for interpretation. We will continue to develop our understanding of relevant vessel types.

In our EU taxonomy reporting we have chosen to apply what we consider to be a broad definition of relevant vessels. We have not limited tugs to only consider eligible those that are dedicated to port operations. We have chosen to include Offshore Supply, and similar vessels, on the basis that they transport freight between the shore and offshore operations. Vessels that do not have the primary function to transport freight or passengers, such as navy, fishing, and research vessels are not considered eligible in our reporting. We also exclude vessels with no own propulsion, such as barges.

KONGSBERG has delivered several offers during 2022 to customers with improvements in fuel consumption that is expected to meet the threshold set in the Substantial contribution criteria.

However, we have not yet adopted the required procedures and tools to ensure those estimates meet the calculation requirements defined by the EU Taxonomy

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

No

Methodology used to calculate avoided emissions

<Not Applicable>

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

<Not Applicable>

Functional unit used

<Not Applicable>

Reference product/service or baseline scenario used

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

Explain your calculation of avoided emissions, including any assumptions

<Not Applicable>

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

4.57

Level of aggregation

Group of products or services

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

The EU Taxonomy for environmentally sustainable economic activities

Type of product(s) or service(s)

Other	Other, please specify (Data-driven solutions for GHG emissions reductions (ref EU Taxonomy art. 8.2))
-------	---

Description of product(s) or service(s)

Development or use of ICT solutions that are aimed at collecting, transmitting, storing data and at its modelling and use where those activities are predominantly aimed at the provision of data and analytics enabling GHG emission reductions.

Both Kongsberg Maritime and Kongsberg Digital offer data-driven solutions which enable greenhouse gas emission reductions. Revenues related to providing solutions through a subscription service, necessary hardware, as well as setup and installations are all evaluated to meet the eligibility criteria of the EU Taxonomy. All products and solutions which offer the opportunity to reduce GHG emissions have been considered eligible. This implies that revenues from Oil & Gas customers are included in the eligibility data, provided that the offered solution enable GHG emission reductions.

Kongsberg Digital offer data-driven solutions which can limit GHG emission. This includes Digital Twin, Ledaflow and K-Spice products that operate in the Oil & Gas

industry.

Even though the revenue is currently related to Oil & Gas customers, this technology is industry agnostic and transferable to other industry verticals.

K-IMS is a digital solution offered by Kongsberg Maritime and is a solution that provides data and analytics in a delivery that offers improved decision-making support for customers

to reduce fuel consumption and as such reduce GHG emissions.

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

No

Methodology used to calculate avoided emissions

<Not Applicable>

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

<Not Applicable>

Functional unit used

<Not Applicable>

Reference product/service or baseline scenario used

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

Explain your calculation of avoided emissions, including any assumptions

<Not Applicable>

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

1.61

Level of aggregation

Group of products or services

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

The EU Taxonomy for environmentally sustainable economic activities

Type of product(s) or service(s)

Heating and cooling	Other, please specify (Creation / Production of district heating from sewer system waste heat)
---------------------	--

Description of product(s) or service(s)

The products and services provided by KONGSBERG is described in the EU taxonomy - Climate change mitigation – Activity 4.25 : Production of heat/cool using waste heat.

In and around the Kongsberg area we own real estate which are rented out to external companies. KONGSBERG has an agreement with the municipality to acquire waste heat from the municipality's sewer system to generate heating for the properties under our management. We charge the external companies that rent offices and space for heating, part of which is sourced from the production of heat from the municipality's sewer system.

We report only the sale of heat from the main site of Kongsberg Technology Park (KTP) since we have not yet implemented all relevant systems and tools to extract the value of all heat sold to external tenants. KONGSBERG meets the Substantial contribution criteria for Climate change mitigation by producing heat from waste heat. During 2022 we have sold heating to external tenants to the value of MNOK 15. This is derived through reports of the amount of kWh equivalent energy delivered to the external tenants from the heat recovery, multiplied by the average energy price of the energy mix during each month.

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

No

Methodology used to calculate avoided emissions

<Not Applicable>

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

<Not Applicable>

Functional unit used

<Not Applicable>

Reference product/service or baseline scenario used

<Not Applicable>

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

<Not Applicable>

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

<Not Applicable>

Explain your calculation of avoided emissions, including any assumptions

<Not Applicable>

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

0.05

C5. Emissions methodology

C5.1

(C5.1) Is this your first year of reporting emissions data to CDP?

No

C5.1a

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

Row 1

Has there been a structural change?

No

Name of organization(s) acquired, divested from, or merged with

<Not Applicable>

Details of structural change(s), including completion dates

<Not Applicable>

C5.1b

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

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

C5.2

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

Scope 1

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

1255

Comment

Scope 2 (location-based)

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

9582

Comment

Scope 2 (market-based)

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

54974

Comment

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)

Comment

Scope 3 category 2: Capital goods

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

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)

1572

Comment

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)

24409

Comment

Scope 3 category 5: Waste generated in operations

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 6: Business travel

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

33782

Comment

Scope 3 category 7: Employee commuting

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 8: Upstream leased assets

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 9: Downstream transportation and distribution

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 10: Processing of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 11: Use of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

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

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 13: Downstream leased assets

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 14: Franchises

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 15: Investments

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3: Other (upstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3: Other (downstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

C5.3

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

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

The Greenhouse Gas Protocol: Scope 2 Guidance

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)

3232.46

Start date

<Not Applicable>

End date

<Not Applicable>

Comment

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

C6.3

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

Reporting year

Scope 2, location-based

6953.67

Scope 2, market-based (if applicable)

50578.7

Start date

<Not Applicable>

End date

<Not Applicable>

Comment

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?

No

C6.5

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

Purchased goods and services

Evaluation status

Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

Scope 3 category: "Purchased goods and services" has been estimated, but need more accuracy before being communicated externally.

Capital goods

Evaluation status

Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

Scope 3 category: "Capital goods" has been estimated, but need more accuracy before being communicated externally.

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

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

2728

Emissions calculation methodology

Fuel-based method

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

0

Please explain

Data from internal sources (invoices etc.). Emissions based on amount of energy consumption (electricity and fossil fuels) and applied a relevant WTT and T&D losses factors. WTT and T&D for electricity is calculated per country.

Upstream transportation and distribution

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

17283

Emissions calculation methodology

Supplier-specific method

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

100

Please explain

All data is gathered from transport providers, and using their emission calculation. Transport providers reports distance and weight, in addition to the emissions.

Waste generated in operations

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

425

Emissions calculation methodology

Waste-type-specific method

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

0

Please explain

Data is gathered from each site / location within the Kongsberg group. The data contains information about type of waste and weight. Emission factors per waste type is applied.

Business travel

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

15737

Emissions calculation methodology

Supplier-specific method

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

100

Please explain

Data is gathered from travel agents for business travel by air. The supplier calculates CO2 emissions for all flights and reports, passenger km and emissions to KONGSBERG.

Employee commuting

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

10035.82

Emissions calculation methodology

Hybrid method

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

0

Please explain

Emissions in Scope 3 category: "Employee commuting" is calculated in two ways. For all Norwegian employees (covering approx 60% of the workforce) we have used a survey / study on how our employees in sites in and around Kongsberg municipality commute to work, and applied emission factors for each mode of transport, and the distance our workers commute. For our locations outside Norway, we have used an average emission factor per employee.

Upstream leased assets

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

2757

Emissions calculation methodology

Hybrid method

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

0

Please explain

We have gathered information from our own operations on buildings owned but not used by our businesses. Calculations have been made by applying actual consumption data, where our sites have visibility of the energy consumption our tenants have. For buildings and square meters where we don't have visibility of the consumption, we have applied an average consumption (from national statistics) per square meter and applied national (location based) emission factors.

Downstream transportation and distribution

Evaluation status

Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

Scope 3 category: "Downstream transportation and distribution" has been estimated, but need more accuracy before being communicated externally.

Processing of sold products

Evaluation status

Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

KONGSBERG products are not further processed before use phase.

Use of sold products

Evaluation status

Relevant, not yet calculated

Emissions in reporting year (metric tons CO₂e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

Scope 3 category: "Use of sold products" has been estimated, but need more accuracy before being communicated externally.

End of life treatment of sold products

Evaluation status

Relevant, not yet calculated

Emissions in reporting year (metric tons CO₂e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

Scope 3 category: "End of life treatment of sold products" has been estimated, but needs more accuracy before being communicated externally.

Downstream leased assets

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO₂e)

10

Emissions calculation methodology

Site-specific method

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

10

Please explain

Emissions in the Scope 3 category: "Downstream leased assets" is for square meters without electricity measurement, and thus not included in Scope 2. Data on amount of square meters, and emissions have been calculated using an average amount of electricity per square meter and a location based emission factor for electricity.

Franchises

Evaluation status

Not relevant, explanation provided

Emissions in reporting year (metric tons CO₂e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

Our business model does not include franchises.

Investments

Evaluation status

Not relevant, explanation provided

Emissions in reporting year (metric tons CO₂e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

The Scope 3 category: "Investments" is not relevant to the KONGSBERG business model.

Other (upstream)

Evaluation status

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

Other (downstream)

Evaluation status

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

C6.7

(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?

Yes

C6.7a

(C6.7a) Provide the emissions from biogenic carbon relevant to your organization in metric tons CO2.

	CO2 emissions from biogenic carbon (metric tons CO2)	Comment
Row 1	12.52	Biofuels used for production of district heating and in some machinery / cars / trucks.

C6.10

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

Intensity figure

1.69

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

53811

Metric denominator

unit total revenue

Metric denominator: Unit total

31803

Scope 2 figure used

Market-based

% change from previous year

16.32

Direction of change

Decreased

Reason(s) for change

Other emissions reduction activities

Change in revenue

Please explain

Emissions have decreased, while also revenue (sales) have increased.

Intensity figure

4.42

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

53811

Metric denominator

full time equivalent (FTE) employee

Metric denominator: Unit total

12187

Scope 2 figure used

Market-based

% change from previous year

11.52

Direction of change

Decreased

Reason(s) for change

Other emissions reduction activities

Please explain

Emissions have been reduced in Scope 2, while number of employees have increased.

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)
China	67.17
Norway	2316.54
India	17.01
Poland	74.27
United States of America	348.85
Canada	106.64
Australia	0.93
United Kingdom of Great Britain and Northern Ireland	22.79
Finland	1.53
Mexico	6.91
United Arab Emirates	20.49
Netherlands	168.51
Spain	80.79

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)
Kongsberg Defence and Aerospace (KDA)	397.11
Kongsberg Maritime (KM)	710.02
Kongsberg Teknologipark (KTP)	2125.33

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

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

	Gross Scope 1 emissions, metric tons CO2e	Net Scope 1 emissions, metric tons CO2e	Comment
Cement production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Chemicals production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Coal production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Electric utility activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Metals and mining production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (upstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (midstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (downstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Steel production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport OEM activities	710.02	<Not Applicable>	Kongsberg Maritime (KM) provides OEM for the Maritime transport sector. All Scope 1 emissions for KM has been reported in this question (C7.4)
Transport services activities	<Not Applicable>	<Not Applicable>	<Not Applicable>

C7.5

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

Country/area/region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
China	833.76	833.76
Brazil	38.34	38.34
Norway	466.25	43693
India	155.36	155.36
United Kingdom of Great Britain and Northern Ireland	129.47	129.47
Poland	2444.94	2563.92
United States of America	1340.81	1356.22
Canada	29.7	111.35
Singapore	232.7	232.7
Australia	55.27	55.27
Croatia	55.22	128.03
Finland	422.98	163.32
Republic of Korea	323.9	323.9
Spain	138.61	261.17
Sweden	30.27	139.01
Bulgaria	113.89	113.89
Denmark	27.58	62.61
Germany	6.89	11.27
Greece	21.16	27.94
Italy	8.31	12.37
Mexico	18.67	18.67
United Arab Emirates	35.27	35.27
Netherlands	24.31	29.63

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)
Kongsberg Defence and Aerospace (KDA)	874.47	18985.46
Kongsberg Maritime (KM)	5721.96	21201.92
Kongsberg Teknologipark (KTP)	98.56	9979.04
Kongsberg Digital (KDI)	257.73	309.63
Kongsberg group holding (KOG)	0.95	96.65

C7.7

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

Yes

C7.7a

(C7.7a) Break down your gross Scope 1 and Scope 2 emissions by subsidiary.

Subsidiary name

Kongsberg Maritime (KM)

Primary activity

Electronic equipment

Select the unique identifier(s) you are able to provide for this subsidiary

Another unique identifier, please specify

ISIN code – bond

<Not Applicable>

ISIN code – equity

<Not Applicable>

CUSIP number

<Not Applicable>

Ticker symbol

<Not Applicable>

SEDOL code

<Not Applicable>

LEI number

<Not Applicable>

Other unique identifier

Norwegian company register number 979750730

Scope 1 emissions (metric tons CO2e)

710.02

Scope 2, location-based emissions (metric tons CO2e)

5721.96

Scope 2, market-based emissions (metric tons CO2e)

21207.92

Comment

Subsidiary name

Kongsberg Defence and Aerospace (KDA)

Primary activity

Aerospace

Select the unique identifier(s) you are able to provide for this subsidiary

Another unique identifier, please specify

ISIN code – bond

<Not Applicable>

ISIN code – equity

<Not Applicable>

CUSIP number

<Not Applicable>

Ticker symbol

<Not Applicable>

SEDOL code

<Not Applicable>

LEI number

<Not Applicable>

Other unique identifier

Norwegian company register number 978614582

Scope 1 emissions (metric tons CO2e)

397.11

Scope 2, location-based emissions (metric tons CO2e)

874.47

Scope 2, market-based emissions (metric tons CO2e)

18985.46

Comment

Subsidiary name

Kongsberg Digital (KDI)

Primary activity

Software

Select the unique identifier(s) you are able to provide for this subsidiary

Another unique identifier, please specify

ISIN code – bond

<Not Applicable>

ISIN code – equity

<Not Applicable>

CUSIP number

<Not Applicable>

Ticker symbol

<Not Applicable>

SEDOL code

<Not Applicable>

LEI number

<Not Applicable>

Other unique identifier

Norwegian company register number 916981880

Scope 1 emissions (metric tons CO2e)

0

Scope 2, location-based emissions (metric tons CO2e)

257.73

Scope 2, market-based emissions (metric tons CO2e)

309.63

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

	Scope 2, location-based, metric tons CO2e	Scope 2, market-based (if applicable), metric tons CO2e	Comment
Cement production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Chemicals production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Coal production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Metals and mining production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (upstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (midstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Oil and gas production activities (downstream)	<Not Applicable>	<Not Applicable>	<Not Applicable>
Steel production activities	<Not Applicable>	<Not Applicable>	<Not Applicable>
Transport OEM activities	5721.96	21207.92	Kongsberg Maritime (KM) provides OEM for the Maritime transport sector. All Scope 2 emissions for KM has been reported in this question
Transport services activities	<Not Applicable>	<Not Applicable>	<Not Applicable>

C-TO7.8

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

Activity

Marine

Emissions intensity figure

7306

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

171356101

Metric denominator

Please select

Metric denominator: Unit total

23453

% change from previous year

Vehicle unit sales in reporting year

0

Vehicle lifetime in years

25

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

62404

Load factor

DWT

Please explain the changes, and relevant standards/methodologies used

The data above is an illustration of using the GHG protocol Scope 3, chapter 11, methodology for calculating emissions in use in a smaller subset of Kongsberg Maritimes portfolio. The intent is to share one way of calculating, acknowledging that there is a significant need for better industry standards for maritime OEMs on how to disclose these numbers. The intent is not to disclose the numbers to use for product specification but rather illustrate the result from using one available best practice method – where more work will be needed by maritime OEMs together with the GHG protocol to further improve the calculation method. Kongsberg Maritime have and will continue to reach out to GHG protocol to communicate lessons learned and potential improvements for the calculation method.

Aligned with GHG protocol the majority of Kongsberg Maritimes products are classified as indirect products, and a subset of these are again classified products with direct use-phase emissions. Following example 11.3, GHG protocol category 11, “calculating use-phase emissions from sold indirect products”. The Emissions from vessels are, in the example above, based on IMO fourth GHG study.

The metric denominator is: total equipment lifetime CO2 emission distributed to KMs deliveries for a specific vessel category per year

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	2478	Decreased	4.67	Emissions from electricity and district heating in 2021 was 53056 tCO2e. In 2022 the emissions were 50579 tCO2e, which is 2478 lower. Calculation: $(2478 / 53056) \times 100 = 4.67\%$. In 2022, KONGSBERG purchased 129 MWh more renewable energy than in 2021 (2021: 2 575 439 kWh and 2022: 2 704 863 kWh). Market based Scope 2 calculation.
Other emissions reduction activities	1692	Decreased	3.05	Total Scope 1 + 2 emissions in 2021 was 55 504 tCO2e . In 2022 the emissions were 53 811 tCO2e, which is 1692 lower. Calculation: $(1692 / 55504) \times 100 = 3.05\%$. These figures have used a market based calculation approach. Corresponding figures using location based calculation is, 2021: 10396 and 2022: 10186, a decrease of 209 tCO2e or 2.01%.
Divestment		<Not Applicable>		
Acquisitions		<Not Applicable>		
Mergers		<Not Applicable>		
Change in output		<Not Applicable>		
Change in methodology		<Not Applicable>		
Change in boundary		<Not Applicable>		
Change in physical operating conditions		<Not Applicable>		
Unidentified		<Not Applicable>		
Other		<Not Applicable>		

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	Yes
Consumption of purchased or acquired steam	No
Consumption of purchased or acquired cooling	Yes
Generation of electricity, heat, steam, or cooling	Yes

C8.2a

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

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	LHV (lower heating value)	2709	13365	16074
Consumption of purchased or acquired electricity	<Not Applicable>	2704.86	122423.68	125128.54
Consumption of purchased or acquired heat	<Not Applicable>	0	13094.58	13094.58
Consumption of purchased or acquired steam	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired cooling	<Not Applicable>	0	213.12	213.12
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	0	<Not Applicable>	0
Total energy consumption	<Not Applicable>	5413.86	149096.38	154510.24

C8.2b

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

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

C8.2c

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

Sustainable biomass

Heating value

LHV

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

No sustainable biomass used in 2022

Other biomass

Heating value

LHV

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

No other biomass used in 2022

Other renewable fuels (e.g. renewable hydrogen)

Heating value

LHV

Total fuel MWh consumed by the organization

2709

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Amount of biofuels used (in MWh) reported

Coal

Heating value

LHV

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

No coal used in 2022

Oil

Heating value

LHV

Total fuel MWh consumed by the organization

6336

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Amount of heating oil used in 2022 in MWh

Gas**Heating value**

LHV

Total fuel MWh consumed by the organization

4652

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Amount of Natural gas and LPG used in 2022 in MWh

Other non-renewable fuels (e.g. non-renewable hydrogen)**Heating value**

LHV

Total fuel MWh consumed by the organization

2378

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Amount of petrol and diesel used in 2022, in MWh

Total fuel**Heating value**

LHV

Total fuel MWh consumed by the organization

16074

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Total amount of renewable and non-renewable fuels used in 2022, in MWh

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	0	0	0	0
Heat	41059.01	20872.85	27042.94	15494.97
Steam	0	0	0	0
Cooling	19228.8	10542.49	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

Finland

Sourcing method

Unbundled procurement of energy attribute certificates (EACs)

Energy carrier

Electricity

Low-carbon technology type

Small hydropower (<25 MW)

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

2704.86

Tracking instrument used

GO

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

Norway

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)

1984

Comment

Cancellation Statement - Guarantee of Origin from Fingrid / Finextra, bundled for multiple sites in Norway. Information provided for the first site in the cancellation statement list.

C8.2g

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

Country/area

Australia

Consumption of purchased electricity (MWh)

65.03

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

65.03

Country/area

Brazil

Consumption of purchased electricity (MWh)

297.21

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

297.21

Country/area

Bulgaria

Consumption of purchased electricity (MWh)

281.91

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

281.91

Country/area

Canada

Consumption of purchased electricity (MWh)

1130.84

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

1130.84

Country/area

Denmark

Consumption of purchased electricity (MWh)

100.65

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

130.21

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

0

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

230.86

Country/area

China

Consumption of purchased electricity (MWh)

1496.88

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

1496.88

Country/area

Croatia

Consumption of purchased electricity (MWh)

274.74

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

274.74

Country/area

Finland

Consumption of purchased electricity (MWh)

2704.86

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

2413.49

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

0

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

5118.35

Country/area

Germany

Consumption of purchased electricity (MWh)

18.23

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

18.23

Country/area

Greece

Consumption of purchased electricity (MWh)

62.8

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

62.8

Country/area

India

Consumption of purchased electricity (MWh)

217.9

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

217.9

Country/area

Republic of Korea

Consumption of purchased electricity (MWh)

788.07

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

788.07

Country/area

Italy

Consumption of purchased electricity (MWh)

27.07

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

27.07

Country/area

Mexico

Consumption of purchased electricity (MWh)

62.22

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

62.22

Country/area

United Arab Emirates

Consumption of purchased electricity (MWh)

87.97

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

Total non-fuel energy consumption (MWh) [Auto-calculated]
87.97

Country/area

Netherlands

Consumption of purchased electricity (MWh)
65.69

Consumption of self-generated electricity (MWh)
0

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
65.69

Country/area

Norway

Consumption of purchased electricity (MWh)
107797.38

Consumption of self-generated electricity (MWh)
0

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

Consumption of purchased heat, steam, and cooling (MWh)
6539.74

Consumption of self-generated heat, steam, and cooling (MWh)
31415.34

Total non-fuel energy consumption (MWh) [Auto-calculated]
145752.46

Country/area

Poland

Consumption of purchased electricity (MWh)
1629.92

Consumption of self-generated electricity (MWh)
0

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

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

Consumption of self-generated heat, steam, and cooling (MWh)
2618.86

Total non-fuel energy consumption (MWh) [Auto-calculated]
4248.78

Country/area

Singapore

Consumption of purchased electricity (MWh)
573.16

Consumption of self-generated electricity (MWh)
0

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
573.16

Country/area

Spain

Consumption of purchased electricity (MWh)

905.97

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

905.97

Country/area

Sweden

Consumption of purchased electricity (MWh)

1576

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

1605.39

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

0

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

3181.39

Country/area

United Kingdom of Great Britain and Northern Ireland

Consumption of purchased electricity (MWh)

583.18

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

583.18

Country/area

United States of America

Consumption of purchased electricity (MWh)

4380.87

Consumption of self-generated electricity (MWh)

0

Is this electricity consumption excluded from your RE100 commitment?

<Not Applicable>

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

0

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

0

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

4380.87

C-TO8.5

(C-T08.5) Provide any efficiency metrics that are appropriate for your organization's transport products and/or services.

Activity

Marine

Metric figure

Metric numerator

tCO₂e

Metric denominator

Please select

Metric numerator: Unit total

Metric denominator: Unit total

% change from previous year

Please explain

The data above is an illustration of using the GHG protocol Scope 3, chapter 11, methodology for calculating emissions in the use phase for Kongsberg Maritimes portfolio of products. There is a significant need for better industry standards for maritime OEMs on how to disclose these numbers. More work is needed by maritime OEMs together with the GHG protocol to further improve the calculation method. Kongsberg Maritime have and will continue to reach out to GHG protocol to communicate lessons learned and potential improvements for the calculation method.

Aligned with GHG protocol the majority of Kongsberg Maritimes products are classified as indirect products, and a subset of these are again classified products with direct use-phase emissions. Following example 11.3, GHG protocol category 11, "calculating use-phase emissions from sold indirect products". The Emissions from vessels are, in the example above, based on IMO fourth GHG study.

C9. Additional metrics

C9.1

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

Description

Energy usage

Metric value

13.07

Metric numerator

Energy consumption (MWh)

Metric denominator (intensity metric only)

Number of employees

% change from previous year

20.29

Direction of change

Decreased

Please explain

Energy usage in the group has decreased, while the number of employees have increased.

Description

Energy usage

Metric value

5.01

Metric numerator

Energy consumption (MWh)

Metric denominator (intensity metric only)

Revenue

% change from previous year

25.24

Direction of change

Decreased

Please explain

Total energy consumption has decreased, while revenue has increased.

C-T09.3/C-TS9.3

(C-T09.3/C-TS9.3) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

Activity

Marine

Metric

Sales

Technology

Please select

Metric figure

Metric unit

Please select

Explanation

KONGSBERG is one of the world's largest equipment suppliers to all segments of the shipping industry. More than 33,000 vessels sail with KONGSBERG equipment, and we work closely with shipping companies, subcontractors, authorities and research enterprises to develop solutions that reduce emissions.

In 2022, we delivered several hybrid solutions, propulsion-systems and hull upgrades, and control and monitoring solutions to several ship segments. These solutions have individually and collectively helped to reduce emissions from shipping, and demand for them increased significantly in 2022.

An example is the conversion of three Hurtigruten ships, one of which was put into operation in 2022, where KONGSBERG's technology upgrades alone contributed to a 23 per cent reduction in CO2 emissions.

In recent years, we have also taken the global lead in developing autonomous and zero-emission vessels for short sea shipping. In the autumn of 2022, the goods transporter ASKO's two autonomous container transport vessels were put into test operation in the Oslo Fjord. In full operation, these vessels will reduce emissions by 5,000 tonnes of CO2 annually.

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	KONGSBERG spends considerable resources on innovation and product development every year. In 2022, this amounted to a total of MNOK 1,980 of which MNOK 1,675 was expensed and MNOK 305 capitalised (2021: MNOK 1,721 of which MNOK 1,507 was expensed and MNOK 214 capitalised). Over two-thirds of our investments are made in areas that largely support new sustainable solutions, and approximately one-third supports the development of existing products.

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

Marine

Technology area

Other, please specify (Autonomous shipping and new fuels)

Stage of development in the reporting year

Full/commercial-scale demonstration

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

45

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

198000000

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

45

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

In European research, Autoship, a program for development of autonomous shipping for reduction of transport on land, is among the largest. In 2022 the Autoship project took significant steps forward, resulting in demonstrated trials and successful closure of the program early 2023. Success and commercialisation of the autonomous systems offers significant benefits. According to the Autoship program autonomous barge in operation is expected to replace around 7,500 truck journeys on roadways each year, reducing both traffic congestion and emissions.

The way vessels are fuelled is about to undergo dramatic change. A range of different solutions will be needed – ammonia, LPG, bio or green methanol, synthetic methane and more. Kongsberg Maritime is a key partner helping shipowners to make informed choices towards carbon neutrality. As an example, Kongsberg Maritime is a key partner in a project to turn a fully functional and flexible zero emission bulk carrier concept into reality. This backed by an initiative from the Norwegian government, known as the Pilot-E scheme.

Total funding for the KONGSBERG group from EU projects in 2022 amounted to MEUR 35, placing KONGSBERG as the second largest company in Norway in terms of receiving funding from the European Commission.

Over two-thirds of our investments are made in areas that largely support new sustainable solutions, and approximately one-third supports the development of existing products. We define sustainable solutions according to these main criteria.

- Increased operational efficiency, reduction of energy consumption and environmental impact for maritime industries
- Observation, monitoring and management of marine natural resources and satellite monitoring of rainforests
- Carbon-neutral solutions, such as offshore wind and zero-emission vessel

KONGSBERG has a clear commitment in terms of participation in national and international research and development programs. We look to contribute to sustainable development across sectors, such as maritime energy solutions, advanced sensors, autonomy, and circular and materials technology.

In 2023, KONGSBERG participated in several national programs through the Centre for Researchbased Innovation (SFI), Norwegian Centers of Excellence (SFF) and Centers for Environmentfriendly Energy Research (FME).

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

1

Kongsberg_Gruppen_-_CDP_Verification_Letter_for_2022_CDP_report.pdf

Page/ section reference

1 - 4

Relevant standard

ISAE3000

Proportion of reported emissions verified (%)

100

C10.1b

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

Scope 2 approach

Scope 2 location-based

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Limited assurance

Attach the statement

1

Kongsberg_Gruppen_-_CDP_Verification_Letter_for_2022_CDP_report.pdf

Page/ section reference

1 - 4

Relevant standard

ISAE3000

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

1

Kongsberg_Gruppen_-_CDP_Verification_Letter_for_2022_CDP_report.pdf

Page/ section reference

1 - 4

Relevant standard

ISAE3000

Proportion of reported emissions verified (%)

100

C10.1c

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

Scope 3 category

- Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)
- Scope 3: Upstream transportation and distribution
- Scope 3: Waste generated in operations
- Scope 3: Business travel
- Scope 3: Upstream leased assets
- Scope 3: Downstream leased assets

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

1
Kongsberg_Gruppen_-_CDP_Verification_Letter_for_2022_CDP_report.pdf

Page/section reference

1 - 4

Relevant standard

ISAE3000

Proportion of reported emissions verified (%)

100

C10.2

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

Yes

C10.2a

(C10.2a) Which data points within your CDP disclosure have been verified, and which verification standards were used?

Disclosure module verification relates to	Data verified	Verification standard	Please explain
C7. Emissions breakdown	Year on year change in emissions (Scope 1 and 2)	ISAE3000	Scope 1 and 2 emissions have been verified for annual reporting, including previous years. The annual and sustainability report includes year on year change in emissions. Kongsberg_Gruppen_-_CDP_Verification_Letter_for_2022_CDP_report.pdf

C11. Carbon pricing

C11.1

(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

No, and we do not anticipate being regulated in the next three years

C11.2

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

No

C11.3

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

No, and we do not currently anticipate doing so in the next two years

C12. Engagement

C12.1

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

- Yes, our 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

Engagement & incentivization (changing supplier behavior)

Details of engagement

Run an engagement campaign to educate suppliers about climate change

% of suppliers by number

17

% total procurement spend (direct and indirect)

55

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

0

Rationale for the coverage of your engagement

Global supplier engagement and collaboration programme on carbon emissions reduction based on science based methodology and improvement. Training and guidance to be provided to suppliers to enable sustainable transformation and cross-company and cross-industry collaboration to share best practice. Rationale: Programme focused on the suppliers with the highest carbon emissions contribution (priority based on direct suppliers with highest spend). Indirect Procurement categories for utilities, transportation and travel also overlap with other scope 3 emissions targeted programmes.

Impact of engagement, including measures of success

Measure of success is a SBTi supplier onboarding target with KONGSBERG to achieve a result above the threshold of 67% of its direct suppliers by spend to have science-based targets within 5 years. Our primary focus is on direct suppliers that have a higher carbon emissions contribution. The demonstrated impact will be our suppliers delivering robust carbon emissions reduction plans that are sustainable and global. KONGSBERG focus is suppliers to the main company sectors (Kongsberg Maritime and Kongsberg Defence), regions (Nordics, EMEA, APAC and Americas) and the suppliers with greatest operational impact. The impact on emission reductions that our measurement of success will have, is that the suppliers that set their own Science Based Targets, and deliver on them, will (according to SBTi methodology) at least reduce their Scope 1 + 2 emissions by 4,2% percent per year, and their Scope 3 emissions by at least 2,5% per year. This will be the impact of our climate-related supplier engagement strategy according to the measure of success chosen.

Comment

Carbon emissions reporting from suppliers being managed through KONGSBERG digital supplier portal (IntegrityNext).

C12.1b

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

Type of engagement & Details of engagement

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

% of customers by number

10

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

0

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

The Defence Industry acknowledges the importance of the green shift and realizes that the industry also needs to take action and be part of the solution. Based on this a project has been funded by the Norwegian Ministry of Defence (Forsvarsdepartementet) to study, in collaboration with FFI (Norwegian Defence Research Establishment), material technology and production processes that will support in reducing the overall environmental footprint in KDAs products. The collaboration project will explore environmentally friendly alternatives that will meet the functions of the future and requirements for military products. Relevant customers selected are National Armed Forces in Norway and the NATO countries, based on the mutual collaboration policy between the NATO countries.

The rationale for choosing this group of customers are based on the possibility of collaborative efforts, and ability to provide funding and technological contributions to the project.

Impact of engagement, including measures of success

The collaboration project will explore environmentally friendly alternatives that will meet the functions of the future and requirements for load-bearing structures, structures that protect electronics, ballistic protection and more. This will have an impact on the creation of new production processes in biocomposites, generative design, epoxy-equivalent adhesive systems, cellulose-based nanofiber and recycling. – the impacts on climate is that these solutions will support the emissions reductions, and increase possibilities of reaching target to net zero 2050. Our measure of success for this collaboration program is a threshold of improving the circularity of the products by 30% by 2030.

Our engagement strategy for this programme is to participate and collaborate according to the Norwegian Ministry of Defence (Forsvarsdepartementet) goals for the programme, inputs from FFI (Norwegian Defence Research Establishment), and requirements of National Armed Forces in Norway and the NATO countries, and to achieve the goals of finding climate related improvements for products delivered.

Type of engagement & Details of engagement

Collaboration & innovation	Collaborate with customers in creation and review of your climate transition plan
----------------------------	---

% of customers by number

1

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

0

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

In European research, Autoship, a program for development of autonomous shipping for reduction of transport on land, is among the largest. Since 2013, KONGSBERG has also played a central role in the HySeas III-program, aiming to deliver the world's first sea-going vehicle and passenger ferry, fueled by hydrogen produced from local renewable energy sources.

Our goal has been to collaborate with potential customers and other experts on sustainable solutions to demonstrate that fuel cells may be successfully integrated with a proven marine hybrid electric drive system (electric propulsion, control gear, batteries, etc), along with the associated hydrogen storage and bunkering arrangements. The rationale for selecting this group of customers has been to have an experienced team of commercial and public sector organisations active in the relevant disciplines required to deliver the project's outcomes.

In December-21 we celebrated a world first by testing and verifying a full-scale, full-size, zero-emissions drivetrain powered by hydrogen fuel cells designed for ships and ferries. The project demonstrates that the technology is now mature for using hydrogen (H2) as an energy carrier. This is the third and final part of the EU funded project "HySeas" which has been running since 2013 to prepare and demonstrate a scalable hydrogen system for ships and ferries. KONGSBERG has been the technical lead of the project, which has involved participants from Scotland, Denmark, France, Germany, Sweden and England. In its final stage, KONGSBERG has built a full-scale electric propulsion system based on hydrogen-powered fuel cells at Ågotnes outside Bergen.

Impact of engagement, including measures of success

The impact of the engagement is to have fuel cell units employed and in service, delivering proven and reliable zero-emissions. Our measurement of success is that the fuel cells will run for over ten years.

The PEM fuel cell modules to be employed in HySeas III have in some cases reached over 30,000 operating hours. Our ambition is to succeed with hydrogen investments in Norway, both to reduce national emissions and create new, green and sustainable jobs. What we together with our partners have succeeded in achieving with this project is yet another proof of the internationally leading competence in the Norwegian maritime cluster. Now we have both taken the next step for solutions in Norway, and the next step for the Norwegian maritime industry to succeed in exporting hydrogen-based technology and solutions Internationally.

C12.1d

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

KONGSBERG has a clear commitment in terms of participation in national and international research and development programs. We look to contribute to sustainable development across sectors, such as maritime energy solutions, advanced sensors, autonomy, and circular and materials technology. In 2022, KONGSBERG participated in several national programs through the Centre for Research based Innovation (SFI), Norwegian Centers of Excellence (SFF) and Centers for Environment friendly Energy Research (FME).

In 2022, KONGSBERG was actively involved in the European Defence Fund with several research projects and a leading role. Projects included the Famous 2 project focusing on amongst other the protection of critical infrastructure. Total funding from EU projects in 2022 amounted to MEUR 35, placing KONGSBERG as the second largest company in Norway in terms of receiving funding from the European Commission .

In 2022, KONGSBERG strengthened our partnerships through updated strategic collaboration agreements with the Norwegian University of Science and Technology, the University of South-Eastern Norway, Massachusetts Institute of Technology and SINTEF to increase development of knowledge, technology and competence for the energy transition and sustainable social development. The goal of the agreements is to bridge the needs and developments of industry with academic development.

C12.2

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

Yes, climate-related requirements are 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

Setting a science-based emissions reduction target

Description of this climate related requirement

KONGEBERG has set a SBTI supplier onboarding target, where 100% of our suppliers are presented with our expectations. Our goal is to have 67% of its direct suppliers by spend to have science-based targets within 5 years.

IntegrityNext system is digital portal for suppliers to report carbon emissions. ISO14001 certification at suppliers is recommended through sourcing strategy and validated through audits. In addition compliance is monitored through supplier engagement and on-site reviews.

Supplier engagement on climate improvement is part of the supplier relationship / sourcing activity led by Procurement. Suppliers will be managed and improved through the Procurement process (including management of performance). ISO14001 audits will also continue, focused on the environmental capability at suppliers.

Supplier engagement programme is running within KM with a clearly defined list of supplier and supplier engagement leads that are accountable for improvement activities. The programme is planned in phases, and it is governed as a project. Engagement activities are scheduled and monitored to deliver a committed goal

Communication with suppliers is held in all levels including official letters, live webinars, and direct communication with key contact persons (online and face to face)

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

67

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

11

Mechanisms for monitoring compliance with this climate-related requirement

Supplier self-assessment
First-party verification
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, we engage directly with policy makers

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

Yes, we fund organizations or individuals whose activities 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?

Yes

Attach commitment or position statement(s)

See attached

KONGSBERG-taxonomy-report_2022.pdf

SBTCommitmentLetterKongsbergGruppen.pdf

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

Our business strategy is based on a business perspective, balanced with the sustainability perspective. The point is that there should not be any contradiction between the two – we are looking for solutions that are both responsible and profitable.

KONGSBERG's business areas possess expertise and technology that will provide our customers with better opportunities to accomplish their goals on the path toward a more sustainable society. For instance, our products have the potential for large emissions savings for many of our customers.

Our governance system consist of a range of governing documents which are mandatory to comply with for all subsidiaries in the Group. The Business Areas implement the governing documents in their management systems, and follow up compliance through business reviews and internal audits. All Business Areas report risk based plans and results annually to the Group on climate, the supply chain, buildings and rentals etc.

Our direct and indirect activities supports the strategy, both in a short- and long term perspective. E.g. we are dependent on attracting the best resources and capacities to our operations; hence we are investing in education related activities within the area of natural-sciences.

Primary reason for not engaging in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

<Not Applicable>

Explain why your organization does not engage in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

<Not Applicable>

C12.3a

(C12.3a) On what policy, law, or regulation that may impact the climate has your organization been engaging directly with policy makers in the reporting year?

Specify the policy, law, or regulation on which your organization is engaging with policy makers

In the coming years, the maritime industry is facing stricter requirements and demands for reduced emissions from the EU and the International Maritime Organization (IMO), the UN agency for maritime industry.

New regulatory standards for vessel energy efficiency took effect from January 2023 as part of the ambitions of the International Maritime Organisation (IMO) to reduce carbon by 2050 – the timescale that has become a global target for Net-Zero. This is an example of government-driven regulations and demands designed to push ship-owners to make sustainable technology investments, while maintaining a competitive operation. The new standards are the Energy Efficiency Existing Ship Index (EEXI), added by the separate Carbon Intensity Indicator (CII) as the rating scheme for the operational efficiency of a ship. It is estimated that more than 30,000 vessels are affected by these. As with the Energy Efficiency Design Index (EEDI), which applies to new built ships, the EEXI is evaluated based on vessel design parameters such as equipment and technical data.

Maritime Forum Norway (MF) is an organisation that brings together the entire Norwegian maritime industry, with purpose and ambition to influence an active green maritime policy and to drive the green transition in the maritime cluster. KONGSBERG engages through our engagement in MF.

Category of policy, law, or regulation that may impact the climate

Carbon pricing, taxes, and subsidies

Focus area of policy, law, or regulation that may impact the climate

Carbon taxes

Emissions trading schemes

Policy, law, or regulation geographic coverage

Global

Country/area/region the policy, law, or regulation applies to

<Not Applicable>

Your organization's position on the policy, law, or regulation

Support with no exceptions

Description of engagement with policy makers

Participating in the cooperations between the authorities, the research communities and the ocean industries

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation

<Not Applicable>

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?

Yes, we have evaluated, and it is aligned

Please explain whether this policy, law or regulation is central to the achievement of your climate transition plan and, if so, how?

<Not Applicable>

C12.3b

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

Trade association

Other, please specify (Norsk Industri, The Federation of Norwegian Industries, which is part of the overall NHO (Confederation of Norwegian Enterprises))

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?

Yes, we publicly promoted their current 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 Federation's most important task is to ensure that the authorities adopt a long-term fiscal policy and framing conditions for a competitive Norwegian industry. Important issues are stable, safe and high activity, increased activity towards international projects, conditions to secure and achieve sustainable business, technology, competence and R&D as well as positive profiling the industry.

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

Describe the aim of your organization's funding

<Not Applicable>

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

Yes, we have evaluated, and it is aligned

C12.3c

(C12.3c) Provide details of the funding you provided to other organizations or individuals in the reporting year whose activities could influence policy, law, or regulation that may impact the climate.

Type of organization or individual

Non-Governmental Organization (NGO) or charitable organization

State the organization or individual to which you provided funding

The ZERO Environmental Foundation is an independent, nonprofit organization founded in 2002 by a group of former active and employees of Nature and Youth and Bellona.

Zero's statement: "We have only one client: the climate issue. ZERO works to ensure that everyone can contribute and become part of the solution. Our goal is to drive zero-emission solutions, at the expense of solutions that produce emissions. Our position is politically independent."

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

1

Describe the aim of this funding and how it could influence policy, law or regulation that may impact the climate

The agreement is based on collaboration for technological development of sustainable products for zero-emission solutions. Collaboration for development of regulations and frameworks especially for the maritime sector.

Have you evaluated whether this funding is aligned with the goals of the Paris Agreement?

Yes, we have evaluated, and it is aligned

Type of organization or individual

Non-Governmental Organization (NGO) or charitable organization

State the organization or individual to which you provided funding

UN Global Compact

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

210000

Describe the aim of this funding and how it could influence policy, law or regulation that may impact the climate

The funding consist of member fee, cost for competence program and participating in conference.

Have you evaluated whether this funding 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 mainstream reports, incorporating the TCFD recommendations

Status

Complete

Attach the document

1
Kongsberg annual and sustainability report 2022.pdf

Page/Section reference

Pages 52 - 150

Content elements

Governance
Strategy
Risks & opportunities
Emissions figures
Emission targets
Other metrics

Comment

C12.5

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

	Environmental collaborative framework, initiative and/or commitment	Describe your organization's role within each framework, initiative and/or commitment
Row 1	Science Based Targets Network (SBTN) UN Global Compact	<p>KONGSBERG is a member of UN Global Compact Norway, and acceded to the UN Global Compact initiative in 2006.</p> <p>It requires that we annually report our activities and results related to the human rights, employee rights, environment and anti-corruption principles stated in the initiative through a Communication on Progress report (COP).</p> <p>Throughout 2022, KONGSBERG has been an active contributor to the UN Global Compact's 'Ocean Stewardship Coalition' where we have engaged in the action areas of zero-emission maritime transport and harnessing offshore renewable energy.</p> <p>In 2021, we committed to SBTi and according to their methodology to setting targets to reduce greenhouse gas emissions from our own operations, including our supply chain, in order to contribute to the Paris Agreement's goal of limiting global warming to 1.5 degrees Celsius.</p> <p>In 2022, we submitted our science-based targets to the Science Based Targets initiative for validation and approval in 2023.</p>

C15. Biodiversity

C15.1

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

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

C15.2

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

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

C15.3

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

Impacts on biodiversity

Indicate whether your organization undertakes this type of assessment

No, but we plan to within the next two years

Value chain stage(s) covered

<Not Applicable>

Portfolio activity

<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity

<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)

<Not Applicable>

Dependencies on biodiversity

Indicate whether your organization undertakes this type of assessment

No, but we plan to within the next two years

Value chain stage(s) covered

<Not Applicable>

Portfolio activity

<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity

<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)

<Not Applicable>

C15.4

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

Not assessed

C15.5

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

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

C15.6

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

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

C15.7

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

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

C16. Signoff

C-FI

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

See enclosed taxonomy report

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	President and CEO KONGSBERG Group ASA	Chief Executive Officer (CEO)

SC. Supply chain module

SC0.0

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

In the same way as we work with our suppliers, we will like to engage with our customers to answer to their questions about our operations. We have established our Supplier Conduct Principles to ensure safe working conditions throughout KONGSBERG's supply chain, ensuring that workers are treated with respect and dignity, impartially and fairly, that business operations are environmentally sound, and that business is conducted in accordance with internationally recognised principles and relevant international conventions (including UN global Compact, ILO conventions, OECD Guidelines for Multinational Enterprises, United Nations Guiding Principles on Business and Human Rights, and UN Conventions on Children's Rights). KONGSBERG expects all its suppliers to act in accordance with the Principles, and of course we will strive to act in accordance with them in all our operations. To reduce KONGSBERG operational risks, we regularly perform commercial evaluations and screening of our suppliers. KONGSBERG expects our suppliers to familiarize themselves with KONGSBERG's values, which are available at www.kongsberg.com. KONGSBERG takes a partnership approach to suppliers in an effort to pursue the Principles by: Proactively seek continuous improvement on the part of suppliers within the areas covered by the Principles. If suppliers fail to comply with the standards in the Principles, KONGSBERG's general policy is to encourage improvement and not terminate the contract. We encourage rather than penalise suppliers that identify activities that do not measure up to these standards (by themselves or with subcontractors) and who agree to pursue improvements. We consider a similar ethical trading standard as a reasonable alternative, if suppliers are already working to achieve similar standards.

SC0.1

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

	Annual Revenue
Row 1	31803000000

SC1.1

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

Requesting member

U.S. General Services Administration - OMB ICR #3090-0319

Scope of emissions

Scope 1

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

<Not Applicable>

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

110.23

Uncertainty (±%)

5

Major sources of emissions

Direct emissions (Scope 1): Emissions from the consumption of fossil fuels for the production of district heating supplied by Kongsberg Technology Park are included in direct emissions.

The district heating produced is consumed by both KONGSBERG companies, and external companies in the park. Indirect emissions include the consumption of electricity, district heating and cooling produced by external suppliers within the business areas.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

1084700000

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalents (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

U.S. General Services Administration - OMB ICR #3090-0319

Scope of emissions

Scope 2

Scope 2 accounting method

Market-based

Scope 3 category(ies)

<Not Applicable>

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

1725.1

Uncertainty (±%)

5

Major sources of emissions

Scope 2 Indirect emissions from purchased electricity and district heating and cooling.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

1084700000

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process. The emissions from electricity has been calculated using the market based accounting approach.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalents (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

Airbus SE

Scope of emissions

Scope 1

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

<Not Applicable>

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

19.33

Uncertainty (±%)

5

Major sources of emissions

Direct emissions (Scope 1): Emissions from the consumption of fossil fuels for the production of district heating supplied by Kongsberg Technology Park are included in direct emissions.

The district heating produced is consumed by both KONGSBERG companies, and external companies in the park. Indirect emissions include the consumption of electricity,

district heating and cooling produced by external suppliers within the business areas.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

190175000

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalents (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

Airbus SE

Scope of emissions

Scope 2

Scope 2 accounting method

Market-based

Scope 3 category(ies)

<Not Applicable>

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

302.45

Uncertainty (±%)

5

Major sources of emissions

Scope 2 Indirect emissions from purchased electricity and district heating and cooling.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

190175000

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process. The emissions from electricity has been calculated using the market based accounting approach.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalents (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

Seadrill Management Ltd

Scope of emissions

Scope 1

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

<Not Applicable>

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

15.88

Uncertainty (±%)

5

Major sources of emissions

Direct emissions (Scope 1): Emissions from the consumption of fossil fuels for the production of district heating supplied by Kongsberg Technology Park are included in

direct emissions.

The district heating produced is consumed by both KONGSBERG companies, and external companies in the park. Indirect emissions include the consumption of electricity, district heating and cooling produced by external suppliers within the business areas.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

156292000

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalents (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

Seadrill Management Ltd

Scope of emissions

Scope 2

Scope 2 accounting method

Market-based

Scope 3 category(ies)

<Not Applicable>

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

248.56

Uncertainty (±%)

5

Major sources of emissions

Scope 2 Indirect emissions from purchased electricity and district heating and cooling.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

156292000

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process. The emissions from electricity has been calculated using the market based accounting approach.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalents (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

Cellnex Telecom SA

Scope of emissions

Please select

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

<Not Applicable>

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

0

Uncertainty (±%)

5

Major sources of emissions**Verified**

Please select

Allocation method

Allocation based on the market value of products purchased

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

0

Unit for market value or quantity of goods/services supplied

Currency

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

We have not registered any goods/services supplied to Cellnex Telecom SA for 2022.

Requesting member

Xylem Inc

Scope of emissions

Please select

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

<Not Applicable>

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

0

Uncertainty (±%)

0

Major sources of emissions**Verified**

Please select

Allocation method

Allocation based on the market value of products purchased

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

0

Unit for market value or quantity of goods/services supplied

Currency

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

We have not registered any goods/services supplied to Xylem Inc for 2022.

Requesting member

Airbus SE

Scope of emissions

Scope 3

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

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

Category 4: Upstream transportation and distribution

Category 5: Waste generated in operations

Category 6: Business travel

Category 8: Upstream leased assets

Category 13: Downstream leased assets

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

232.85

Uncertainty (±%)

5

Major sources of emissions

Emissions in our value chain (Scope 3)

For scope 3 emissions related to business travel, CO2 emissions from flights reported from our two major suppliers are the major source. Emissions from upstream

transportation and distribution, CO2 emissions from transport of goods and products are data reported by the four of the main suppliers: DSV, DHL, JAS Greencarrier and Ahola transport.

New categories for 2022 include Waste, Upstream and Downstream leased assets and Fuel and Energy related activities.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

190175000

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalents (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

U.S. General Services Administration - OMB ICR #3090-0319

Scope of emissions

Scope 3

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

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

Category 4: Upstream transportation and distribution

Category 5: Waste generated in operations

Category 6: Business travel

Category 8: Upstream leased assets

Category 13: Downstream leased assets

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

1328.09

Uncertainty (±%)

5

Major sources of emissions

Emissions in our value chain (Scope 3)

For scope 3 emissions related to business travel, CO2 emissions from flights reported from our two major suppliers are the major source. Emissions from upstream transportation and distribution, CO2 emissions from transport of goods and products are data reported by the four of the main suppliers: DSV, DHL, JAS Greencarrier and Ahola transport.

New categories for 2022 include Waste, Upstream and Downstream leased assets and Fuel and Energy related activities.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

1084700000

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalents (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

Seadrill Management Ltd

Scope of emissions

Scope 3

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

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

Category 4: Upstream transportation and distribution

Category 5: Waste generated in operations

Category 6: Business travel

Category 8: Upstream leased assets
Category 13: Downstream leased assets

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO₂e

191.36

Uncertainty (±%)

5

Major sources of emissions

Emissions in our value chain (Scope 3)

For scope 3 emissions related to business travel, CO₂ emissions from flights reported from our two major suppliers are the major source. Emissions from upstream transportation and distribution, CO₂ emissions from transport of goods and products are data reported by the four of the main suppliers: DSV, DHL, JAS Greencarrier and Ahola transport.

New categories for 2022 include Waste, Upstream and Downstream leased assets and Fuel and Energy related activities.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

156292000

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalents (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

Semco Maritime A/S

Scope of emissions

Scope 1

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

<Not Applicable>

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO₂e

0.26

Uncertainty (±%)

5

Major sources of emissions

Direct emissions (Scope 1): Emissions from the consumption of fossil fuels for the production of district heating supplied by Kongsberg Technology Park are included in direct emissions.

The district heating produced is consumed by both KONGSBERG companies, and external companies in the park. Indirect emissions include the consumption of electricity, district heating and cooling produced by external suppliers within the business areas.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

2577600

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalents (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

Semco Maritime A/S

Scope of emissions

Scope 2

Scope 2 accounting method

Market-based

Scope 3 category(ies)

<Not Applicable>

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

4.1

Uncertainty (±%)

5

Major sources of emissions

Scope 2 Indirect emissions from purchased electricity and district heating and cooling.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

2577600

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process. The emissions from electricity has been calculated using the market based accounting approach.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalents (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

Semco Maritime A/S

Scope of emissions

Scope 3

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

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

Category 4: Upstream transportation and distribution

Category 5: Waste generated in operations

Category 6: Business travel

Category 8: Upstream leased assets

Category 13: Downstream leased assets

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

3.16

Uncertainty (±%)

5

Major sources of emissions

Emissions in our value chain (Scope 3)

For scope 3 emissions related to business travel, CO2 emissions from flights reported from our two major suppliers are the major source. Emissions from upstream transportation and distribution, CO2 emissions from transport of goods and products are data reported by the four of the main suppliers: DSV, DHL, JAS Greencarrier and Ahola transport.

New categories for 2022 include Waste, Upstream and Downstream leased assets and Fuel and Energy related activities.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

2577600

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalents (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

Van Oord NV

Scope of emissions

Scope 1

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

<Not Applicable>

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

1.45

Uncertainty (±%)

5

Major sources of emissions

Direct emissions (Scope 1): Emissions from the consumption of fossil fuels for the production of district heating supplied by Kongsberg Technology Park are included in direct emissions.

The district heating produced is consumed by both KONGSBERG companies, and external companies in the park. Indirect emissions include the consumption of electricity, district heating and cooling produced by external suppliers within the business areas.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

14231346

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalents (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

Van Oord NV

Scope of emissions

Scope 2

Scope 2 accounting method

Market-based

Scope 3 category(ies)

<Not Applicable>

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

22.63

Uncertainty (±%)

5

Major sources of emissions

Scope 2 Indirect emissions from purchased electricity and district heating and cooling.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

14231346

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process. The emissions from electricity has been calculated using the market based accounting approach.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalents (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

Van Oord NV

Scope of emissions

Scope 3

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

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

Category 4: Upstream transportation and distribution

Category 5: Waste generated in operations

Category 6: Business travel

Category 8: Upstream leased assets

Category 13: Downstream leased assets

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO₂e

17.42

Uncertainty (±%)

5

Major sources of emissions

Emissions in our value chain (Scope 3)

For scope 3 emissions related to business travel, CO₂ emissions from flights reported from our two major suppliers are the major source. Emissions from upstream transportation and distribution, CO₂ emissions from transport of goods and products are data reported by the four of the main suppliers: DSV, DHL, JAS Greencarrier and Ahola transport.

New categories for 2022 include Waste, Upstream and Downstream leased assets and Fuel and Energy related activities.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

14231346

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalents (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

Equinor

Scope of emissions

Scope 1

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

<Not Applicable>

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO₂e

6.87

Uncertainty (±%)

5

Major sources of emissions

Direct emissions (Scope 1): Emissions from the consumption of fossil fuels for the production of district heating supplied by Kongsberg Technology Park are included in direct emissions.

The district heating produced is consumed by both KONGSBERG companies, and external companies in the park. Indirect emissions include the consumption of electricity,

district heating and cooling produced by external suppliers within the business areas.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

67594101

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalents (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

Equinor

Scope of emissions

Scope 2

Scope 2 accounting method

Market-based

Scope 3 category(ies)

<Not Applicable>

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

107.5

Uncertainty (±%)

5

Major sources of emissions

Scope 2 Indirect emissions from purchased electricity and district heating and cooling.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

67594101

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process. The emissions from electricity has been calculated using the market based accounting approach.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalents (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

Equinor

Scope of emissions

Scope 3

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

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

Category 4: Upstream transportation and distribution

Category 5: Waste generated in operations

Category 6: Business travel

Category 8: Upstream leased assets

Category 13: Downstream leased assets

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

82.76

Uncertainty (±%)

5

Major sources of emissions

Emissions in our value chain (Scope 3)

For scope 3 emissions related to business travel, CO2 emissions from flights reported from our two major suppliers are the major source. Emissions from upstream transportation and distribution, CO2 emissions from transport of goods and products are data reported by the four of the main suppliers: DSV, DHL, JAS Greencarrier and Ahola transport.

New categories for 2022 include Waste, Upstream and Downstream leased assets and Fuel and Energy related activities.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

67594101

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalents (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

Petróleo Brasileiro SA - Petrobras

Scope of emissions

Scope 1

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

<Not Applicable>

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

5.96

Uncertainty (±%)

5

Major sources of emissions

Direct emissions (Scope 1): Emissions from the consumption of fossil fuels for the production of district heating supplied by Kongsberg Technology Park are included in direct emissions.

The district heating produced is consumed by both KONGSBERG companies, and external companies in the park. Indirect emissions include the consumption of electricity, district heating and cooling produced by external suppliers within the business areas.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

58665843

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalents (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

Petróleo Brasileiro SA - Petrobras

Scope of emissions

Scope 2

Scope 2 accounting method

Market-based

Scope 3 category(ies)

<Not Applicable>

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

93.3

Uncertainty (±%)

5

Major sources of emissions

Scope 2 Indirect emissions from purchased electricity and district heating and cooling.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

58665843

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process. The emissions from electricity has been calculated using the market based accounting approach.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalent (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

Requesting member

Petróleo Brasileiro SA - Petrobras

Scope of emissions

Scope 3

Scope 2 accounting method

<Not Applicable>

Scope 3 category(ies)

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

Category 4: Upstream transportation and distribution

Category 5: Waste generated in operations

Category 6: Business travel

Category 8: Upstream leased assets

Category 13: Downstream leased assets

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

71.83

Uncertainty (±%)

5

Major sources of emissions

Emissions in our value chain (Scope 3)

For scope 3 emissions related to business travel, CO2 emissions from flights reported from our two major suppliers are the major source. Emissions from upstream transportation and distribution, CO2 emissions from transport of goods and products are data reported by the four of the main suppliers: DSV, DHL, JAS Greencarrier and Ahola transport.

New categories for 2022 include Waste, Upstream and Downstream leased assets and Fuel and Energy related activities.

Verified

Yes

Allocation method

Allocation based on the market value of products purchased

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

58665843

Unit for market value or quantity of goods/services supplied

Currency

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

We have identified our emissions company wide, in a consumption based process.

The chosen consolidation approach for KONGSBERG's climate accounting is 'Operational control'. KONGSBERG reports on all locations that are not offices, and offices having more than 20 Full Time Equivalent (FTE). The reporting covers more than 98.3 per cent of all FTE, and emissions excluded is estimated to be under 1.7 per cent.

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

<https://www.kongsberg.com/globalassets/corporate/investor-relations/annual-report-2022/oppdatert-rapport3/kog-rapport-2022-gb-final-pdf-290323.pdf>

SC1.3

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

Allocation challenges	Please explain what would help you overcome these challenges
Customer base is too large and diverse to accurately track emissions to the customer level	Development of a general accepted international standard for accurately climate and environmental accounting for each product/product line to be able to allocate and report emissions to our customers.

SC1.4

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

Yes

SC1.4a

(SC1.4a) Describe how you plan to develop your capabilities.

We are working on further developing our internal processes for reporting Life Cycle Assessments at product level, including reporting on climate and environmental data.

SC2.1

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

SC2.2

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

No

SC4.1

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

No, I am not providing data

Submit your response

In which language are you submitting your response?

English

Please confirm how your response should be handled by CDP

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

Please confirm below

I have read and accept the applicable Terms