Dover Corporation - Climate Change 2023

C0. Introduction

C0.1

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

Dover is a diversified global manufacturer and solutions provider with annual revenue of approximately $8.5 billion. Dover delivers innovative equipment and components, consumable supplies, aftermarket parts, software and digital solutions, and support services through five operating segments: Engineered Products, Clean Energy & Fueling, Imaging & Identification, Pumps & Process Solutions, and Climate & Sustainability Technologies.

The Company's core strengths of ownership, entrepreneurship, and accountability fuel our ability to deliver cutting edge products and solutions to our customers. Dover is headquartered in Downers Grove, Illinois and currently employs approximately 25,000 people worldwide.

Dover's five operating segments are as follows:
- **Engineered Products** provides a wide range of equipment, components, software, solutions and services to the vehicle aftermarket, waste handling, industrial automation, aerospace and defense, industrial winch and hoist, and fluid dispensing end-markets.
- **Clean Energy & Fueling** provides components, equipment, software, solutions and services enabling safe and reliable storage, transport and dispensing of traditional and clean fuels (including liquefied natural gas, hydrogen, and electric vehicle charging), cryogenic gases, and other hazardous substances along the supply chain, and safe and efficient operation of convenience retail, retail fueling and vehicle wash establishments, as well as facilities where cryogenic gases are produced, stored or consumed.
- **Imaging & Identification** supplies precision marking and coding, product traceability, brand protection and digital textile printing equipment, as well as related consumables, software and services to the global packaged and consumer goods, pharmaceutical, industrial manufacturing, textile and other end-markets.
- **Pumps & Process Solutions** manufactures specialty pumps and flow meters, highly engineered precision components for rotating and reciprocating machines, fluid connecting solutions and plastics and polymer processing equipment, serving single-use biopharmaceutical production, diversified industrial manufacturing, chemical production, plastics and polymer processing, midstream and downstream oil and gas and other end-markets.
- **Climate & Sustainability Technologies** provides innovative and energy-efficient equipment, components and parts for the commercial refrigeration, equipment and systems, heating and cooling and beverage can-making equipment markets.

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.

Argentina
Australia
Austria
Belgium
Brazil
Canada
China
Denmark
Dominican Republic
Finland
France
Germany
India
Italy
Malaysia
Mexico
Netherlands
Poland
Portugal
Russian Federation
Singapore
Slovakia
Spain
Sweden
Switzerland
Thailand
Turkey
United Kingdom of Great Britain and Northern Ireland
United States of America

C0.4

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

USD

C0.5

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

Operational control

C0.8

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

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

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
Chief Executive Officer (CEO)	Our Board of Directors (the "Board") provides oversight for the development and execution of our Environmental, Social, and Governance ("ESG") strategy and the incorporation of sustainability-related risks and opportunities, including climate-related risks, into the Company's strategy and operations. Dover's CEO, who is a member of the Board, has management responsibility over ESG issues, including those related to climate change. As part of its continued focus on sustainability, the Board identifies strategic objectives for our CEO that are related to sustainability and, in discharging its oversight responsibilities, considers the Company's progress on ESG in evaluating our CEO's performance. In 2021, the CEO and the Board approved setting science-based targets committing to reduce Dover's operational greenhouse gas emissions 30% and Dover's value chain emissions 15% by 2030 from a 2019 base year. In 2022, the CEO and the Board provided oversight for Dover's progress toward its science-based targets. The CEO and Board also have oversight for comprehensive enterprise risk management, which includes identification and management of any risks related to environmental and social issues.

C1.1b

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

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Scheduled – all meetings	Overseeing and guiding employee incentives Reviewing and guiding strategy Reviewing and guiding the risk management process	<Not Applicable>	Our Board of Directors (the "Board") provides oversight for the development and execution of our Environmental, Social, and Governance ("ESG") strategy and the incorporation of sustainability-related risks and opportunities, including climate-related risks, into the Company's strategy and operations. The Board's oversight spans a wide array of ESG issues, including those related to climate change, health and safety, diversity and inclusion, ethics and compliance, and long-term environmental protection. Directors receive periodic updates on company-wide energy and carbon performance against targets and are regularly briefed on each segment's operational performance, including productivity and safety performance. As part of its continued focus on sustainability, the Board identifies strategic objectives for our CEO that are related to sustainability and, in discharging its oversight responsibilities, considers the Company's progress on ESG in evaluating our CEO's performance. The Board also has established a comprehensive enterprise risk management process to identify and manage risks, including any risks related to environmental and social issues. In 2022, the Board was kept abreast of all ESG disclosures and performance including progress on our science-based emissions targets to reduce scope 1 and scope 2 market-based GHG emissions 30 percent by 2030 (from a 2019 baseline year) and to reduce scope 3 GHG emissions 15 percent by 2030 (from a 2019 baseline year). Furthermore, the Board reviewed Dover's new ESG vision and strategy, which highlights our ESG topics and related commitments. Also, the Board reviewed Dover's new three-year ESG plan which guides our progress from 2023 to 2025 and includes plans to progress Dover's climate risk analysis to more rigorously measure trends and make continuous improvements in our data quality. Finally, the Board was informed of recent developments in ESG regulation, including the Corporate Sustainability Reporting Directive (CSRD) and the U.S. Securities and Exchange Commission (SEC) proposed rules on climate-related disclosures.

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		<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
Conducting climate-related scenario analysis
Setting climate-related corporate targets
Monitoring progress against climate-related corporate targets

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
Our CEO, who is a member of the Board, has management responsibility over ESG issues, including those related to climate change.
To help manage the ESG issues that impact our businesses, we established a cross-functional Sustainability Steering Committee comprised of Dover corporate, including its CEO, and operating company leaders to oversee our sustainability strategy, initiatives, target-setting, performance, and reporting. The Sustainability Steering Committee also considers water- and climate-related risks. The Sustainability Steering Committee aims to meet at least quarterly and provides an update to the Board at least annually. In 2022, the cross-functional Sustainability Steering Committee helped track progress against the Company's Science-Based Targets, identifying opportunities for improved performance and improved tracking. In 2022, Dover also adopted a Sustainability Steering Committee Charter, which outlines the purpose and organization of the committee, and provides the flexibility to achieve our objectives.
Our Senior Vice President, Operations is responsible for managing our processes for internal reporting of energy consumption and GHG emissions. Working with operational and financial representatives from Dover's operating companies, as well as the Sustainability Steering Committee and corporate stakeholders, the Senior Vice President, Operations also coordinates our action plan to achieve energy and greenhouse gas reductions across our facilities worldwide. This group leads the implementation of Dover's energy and greenhouse gas initiatives, monitors energy performance, and provides support, training, and tools for all of Dover's operating companies in pursuit of energy efficiency and carbon reduction.
Our Senior Vice President, General Counsel & Secretary is responsible for managing overall sustainability and ESG reporting and strategy for Dover. She chairs the Sustainability Steering Committee and oversees implementation of the sustainability strategy as set by the CEO and the Board and leads day-to-day action around sustainability disclosure, ESG performance, and governance.
Dover is committed to creating economic value for shareholders by developing products designed to help customers meet their sustainability goals in response to evolving regulatory and environmental standards. Dover believes that sustainability-driven innovation presents a significant growth opportunity while contributing positively to enhanced resource efficiency and reduced GHG emissions.

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	The effective oversight and management of ESG matters is one of the CEO's strategic objectives under our Annual Incentive Plan with a weighting of 20% for 2022. In 2022, specific actions completed to support these objectives included successfully implementing the third year of a three-year ESG strategic plan by further improving transparency and supporting progress toward public facing goals on ESG topics. Actions completed in 2022 also included developing and reviewing a new three-year ESG plan with the Board. The new three-year plan includes plans to progress Dover's climate risk analysis in order to more rigorously measure trends and to make continuous improvements in our data quality. Finally, in 2022, we successfully completed our first annual global engagement survey.

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

Incentive plan(s) this incentive is linked to
Short-Term Incentive Plan

Further details of incentive(s)
In determining the CEO's Annual Incentive Plan, the Compensation Committee considers a number of Strategic Objectives that are focused on a limited and measurable set of goals intended to benefit shareholders over the long-term. ESG oversight is included as a Strategic Objective to establish a clear tone at the top regarding the importance of ESG.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
The inclusion of ESG oversight as a Strategic Objective contributes to Dover's progress on its ESG goals and strategic plan. In 2022, Dover's CEO promoted the implementation of the third and final year of a multi-year ESG strategic plan by continuing to report progress toward public facing goals on ESG topics, including GHG emissions. Dover has continued to make progress toward our goals. In 2022, the CEO also supported the completion of our first annual global engagement survey. Finally, the CEO supported the development and review of our new three-year ESG plan with the Board. These results were considered in the Compensation Committee's assessment of the CEO's ESG Strategic Objective.

C2. Risks and opportunities

C2.1

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

C2.1a

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

	From (years)	To (years)	Comment
Short-term	0	3	
Medium-term	3	10	
Long-term	10	30	

C2.1b

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

One way that Dover defines a substantive financial or strategic impact on our business when identifying and assessing climate-related risks is an event or trend that could drive a significant positive or negative change in our sales revenue, pre-tax earnings, market position, competitive landscape, or product innovation. Examples include innovative new products that would meet significant customer needs, or a sustained downturn in a key market that would reduce demand for our products and services. We use a number of criteria to identify a substantive financial or strategic impact including an evaluation of the potential impact on our finances, operations, reputation, business strategy, and legal and regulatory compliance. We also assess the likelihood and severity of the impact, and our ability to implement controls to mitigate impact. Financial impact is based on a scale which ranks impact into five categories, from a "Low" impact event with a potential financial impact of $2 million to a "Critical" impact event with a potential financial impact of $10 million. Since climate-related risks are evaluated on a longer time horizon than other enterprise risks, this scale was used as a guide together with other factors for relative risk ranking of climate-related risks and opportunities. In the future, a climate-specific risk impact scale may be developed.

Additionally, risks that impact our ability to operate that may not meet the financial thresholds defined above may also be considered a substantive impact. For example, shutdowns of manufacturing facilities due to extreme weather events.

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
The assessment of risk and opportunities includes consideration of the potential impact of the risk on our overall market position, competitive landscape, product innovation, sales revenue and pre-tax earnings, as well as the likelihood and severity of the impact and mitigating controls in place.

We have established a risk assessment team consisting of senior executives, which, with the assistance of a consultant, oversees a risk assessment made at the segment and operating company levels and, with that information in mind, performs an assessment of the overall risks our company may face, including with respect to any climate related risks. Each quarter, this team reassesses the risks at the Dover level, the severity of these risks and the status of efforts to mitigate them and reports to the Board on that reassessment.

In addition to our enterprise risk assessment process, we conducted a detailed climate risk assessment process during which members of the Sustainability Steering Committee (SSC) analyzed a broad range of climate-related risks and opportunities to Dover Corporation and all our operating companies. The process began with an initial workshop to provide background on climate risk and opportunity assessments to those in the SSC new to climate risk analysis. The group then prioritized a broad universe of existing and emerging climate-related risks and opportunities based on criteria such as impact, likelihood, materiality to Dover, and level of stakeholder concerns. From the initial list, eight physical risks, transition risks and opportunities were prioritized for detailed consideration in a scenario analysis to further understand the potential impacts and test Dover's resilience to these top risks and opportunities under two different climate scenarios. These risks are considered for incorporation into the broader enterprise risk management process where risk owners manage risks based on risk appetites and regularly review risks to understand and monitor enterprise resilience. The climate-related risks are primarily managed by the Sustainability Steering Committee and designated risk owners.

The process described above has been used to identify, assess, and respond to physical risks. As part of our climate risk analysis, we consider appropriate risk and opportunity responses to support Dover's resilience to the physical risks of climate change. During a workshop with cross-functional leaders representing all key areas of Dover corporate and operating company leaders representing all segments we assessed a wide range of physical risks, both chronic like temperature rise and sea level rise, and acute like disruptions from climate-related extreme weather. Two key physical risks were identified and assessed in further detail to evaluate the impact and likelihood to Dover under two different climate scenarios and to further prioritize which risks and opportunities are most pressing to respond to. The two top physical risks under a business-as-usual scenario are acute physical risks like increased frequency and severity of climate-related extreme weather events and their impact on Dover and our supply chain. To respond to these risks, our response planning process for natural disasters and severe weather evaluates physical risks posed by climate change for our facilities, operations, and, most importantly, the health and safety of our employees. To address these risks, our operating companies have business continuity plans in place to protect people, property, and assets from disruptions that may be posed by the physical impacts of climate change such as flooding from sea-level rise and increased incidence and strength of storms. These plans help us prepare in the event of a catastrophic event and will help ensure timely recovery of business operations.

The process described above has also been used to identify, assess, and respond to transition risks and opportunities. We recognize the business risks that may present themselves as society considers shifting to a lower-carbon economy, as proposed by the ambitious EU Green Deal. During our climate risk assessment process, a wide variety of transition risks and opportunities were identified and prioritized in categories such as Policy and Legal, Technology, Market, and Reputation. During a workshop with cross-functional leaders representing all key areas of Dover corporate and operating company leaders representing all segments, we aligned on six key transition risks and opportunities. These were then assessed in further detail to evaluate the impact and likelihood to Dover under two different climate scenarios and to further prioritize which risks and opportunities are most pressing to respond to. The two top transition risks under an aggressive climate mitigation scenario are risk of perceived inadequacy of climate action by key stakeholders and risk of reduced demand for fossil fuels and Dover products serving energy and retail fueling industries impacting future revenues. We believe we address these transition risks through our environmental initiatives, such as our energy and greenhouse gas (GHG) reduction initiatives like our science-based target and use of renewable energy. With our science-based target approved, we are in the process of establishing a low-carbon transition plan to implement our targets and ensure we deliver on the climate action expectations of key stakeholders. In addition, operating companies in our Clean Energy & Fueling segment have started and plan to continue to explore opportunities to diversify the types of fuel their products support and the associated fuel-agnostic payment and technology systems.

Further, some of our operating companies are directly involved in industries that may be impacted by climate change policy and the associated potential for a transition to a low carbon economy, such as environmental and waste management, retail fueling, refrigeration and food equipment, packaging, and printing. A central part of our sustainability efforts is to enable our customers to reduce waste, energy, and to achieve their sustainability goals through our innovative and sustainable products. As demand is expected to grow for these products and services in the future, we anticipate significant opportunities to provide the solutions our customers depend on.

At this time, there have been no material effects upon our earnings and competitive position resulting from our compliance with laws or regulations enacted or adopted relating to climate change.

C2.2a

(C2.2a) Which risk types are considered in your organization's climate-related risk assessments?

	Relevance & inclusion	Please explain

	Relevance & inclusion	Please explain
Current regulation	Relevant, always included	Our businesses' domestic and international sales and operations are subject to risks associated with changes in laws, regulations, and policies, including carbon emissions regulations and energy efficiency and design regulations. Failure to comply with any of the foregoing could result in civil and criminal, monetary and non-monetary penalties, as well as potential damage to our reputation. We cannot provide assurance that our costs of complying with new and evolving regulatory reporting requirements and current or future laws will not exceed our estimates. An example of current regulations that are included in our evaluation is compliance of our facilities in Europe with the EU Emissions Trading System (ETS). We expect the regulatory impacts associated with climate change regulation would be primarily indirect and would result in "pass through" costs from energy suppliers, suppliers of raw materials, and other services related to our operations. As an example of an indirect impact, the EU ETS covers large emitters, many of which provide power or raw materials to Dover. As the cost for EU ETS Allowances goes up for these large emitters, they may pass on the increased costs to the users of energy or materials. At this time, there have been no material effects upon our earnings and competitive position resulting from our compliance with laws or regulations enacted or adopted relating to climate change. We are aware of a number of existing or upcoming regulatory initiatives intended to reduce emissions in geographies where our manufacturing and warehouse or distribution facilities are located and have evaluated the potential impact of these regulations on our businesses. We anticipate that direct impacts from current regulations will not be significant in the short- to medium-term. We expect the regulatory impacts associated with current and future climate change regulation would be primarily indirect and would result in "pass through" costs from energy suppliers, suppliers of raw materials, and other services related to our operations. Currently Dover is not subject to country or regional cap and trade regulations.
Emerging regulation	Relevant, always included	Our businesses' domestic and international sales and operations are subject to risks associated with changes in laws, regulations, and policies, including carbon emissions regulations and energy efficiency and design regulations. Failure to comply with any of the foregoing could result in civil and criminal, monetary and non-monetary penalties as well as potential damage to our reputation. We cannot provide assurance that our costs of complying with new and evolving regulatory reporting requirements and current or future laws will not exceed out estimates. For example, we are actively monitoring pending climate-related disclosure regulations and the potential implications for our business. We also recognize the business risks that may present themselves as society considers shifting to a lower-carbon economy, as proposed by the ambitious EU Green Deal. We believe we address these transition risks through our environmental initiatives, such as our energy and GHG reduction initiatives and use of renewable energy. In 2021 we publicized our Science-Based Targets to reduce our Scope 1 and 2 emissions by 30% and our Scope 3 emissions by 15% by 2030 from a 2019 baseline. We anticipate that direct impacts from regulatory actions will not be significant in the short- to medium-term. We expect the regulatory impacts associated with climate change regulation would be primarily indirect and would result in "pass through" costs from energy suppliers, suppliers of raw materials and other services related to our operations. As an example of an indirect impact, the EU ETS System covers large emitters, many of which provide power or raw materials to Dover. As the cost for EU ETS Allowances goes up for these large emitters, the pass through costs for Dover may rise.
Technology	Relevant, always included	As society considers shifting to a lower-carbon economy, as proposed by the ambitious EU Green Deal, and rapid shifts and advancements in clean technology occur, our business faces technology risks, including loss of market share and the risk of research and development (R&D) advancements not achieving sustainable product goals. If we cannot provide the types of sustainable products that customers expect or leverage technology to achieve emissions reduction targets, we could lose revenue or miss opportunities. However, we believe that sustainability-driven innovation presents a significant growth opportunity while contributing positively to enhanced resource efficiency and reduced waste. In that regard, our businesses have accelerated efforts and processes around innovation. We report on Innovation for Sustainable Products on our Dover sustainability webpage – including a focus on how new technologies can support clean technology, optimize use of resources and materials to reduce carbon footprint, and enable the circular economy for our customers. In addition to product innovation, we plan to grow by developing digital technologies. Our Digital Labs center serves as a company-wide hub for our digital initiative. The Digital Labs team is driving digital transformation across our businesses in the following three areas: (i) e-commerce – streamlined digital customer interfaces that make it easy to do business with Dover companies; (ii) connected products – development of connected, sensorized, and software-augmented solutions built on top of Dover's core equipment and component offerings; and (iii) digital manufacturing – driving increased efficiency, safety, and quality in our manufacturing operations through cutting-edge automation and "digital factory" solutions. We believe that the Digital Labs center will enhance the effectiveness of our products, fuel our commercial growth strategy, and serve as a central resource for Industrial Internet of Things ("IIoT") and connected product initiatives. We continue to prioritize innovation and research and development activities; our R&D spend in 2022 represented 1.9% of our annual revenue. Our operating companies are working on developing innovative new technologies to support a greener future. For example, Dover Precision Components is helping to advance the transition to clean energy by developing a hydrogen testing facility for performance materials that are key to enabling the transition to clean hydrogen.
Legal	Relevant, always included	Our businesses' domestic and international sales and operations must comply with a wide variety of laws, regulations and policies. These include environmental, employment and health and safety regulations, data security laws, data privacy laws, export and import laws, tax policies such as export subsidy programs and research and experimentation credits, carbon emissions regulations, energy efficiency and design regulations, and other similar programs. These laws, regulations and policies are complex, change frequently, have tended to become more stringent over time, and may be inconsistent across jurisdictions. Failure to comply (or any alleged or perceived failure to comply) with any of the foregoing could result in civil and criminal, monetary and non-monetary penalties, as well as potential damage to our reputation and disruption to our business. We cannot provide assurance that our costs of complying with new and evolving regulatory reporting requirements and current or future laws will not exceed our estimates. As described in the regulatory sections above, climate-related compliance risk is included in our risk assessments. Currently Dover is not subject to country or regional cap and trade or other climate-related regulation. Dover was not subject to any climate-related litigation claims in 2022.
Market	Relevant, always included	over monitors the risk of reduced demand for fossil fuels and Dover products serving energy and retail fueling industries, which may be relevant under an aggressive climate mitigation scenario. We are committed to creating economic value for shareholders by developing products designed to help our customers meet their sustainability goals. We believe that sustainability-driven innovation presents a significant growth opportunity while contributing positively to enhanced resource efficiency and reduced waste. Each of Dover's segments is dedicated to this important initiative. In our Climate & Sustainability Technologies segment, Dover Food Retail is using CO2 as a refrigerant, reducing emissions of \ commonly used HFC refrigerants, which deplete the ozone layer and contribute to climate change. In 2022, Dover Food Retail was recognized for its efforts towards reducing refrigerant emissions with its 11th consecutive EPA GreenChill Store Certification Excellence Award. Dover Food Retail systems are installed in over 80% of EPA GreenChill-certified stores. In Dover's Imaging and Identification segment, Markem-Imaje has enabled the circular economy with innovative modular parts, advanced service exchange, and intelligent coding which extend product lifespan and support reusable packaging. Our Dover Clean Energy & Fueling segment provides charging stations for Electric Vehicles (EVs) via partnerships with ABB in Europe and ChargePoint in North America. Providing charging stations for EVs, as well as other clean fueling solutions such as hydrogen, creates an opportunity to reduce GHGs from transportation. In our Pumps and Process Solutions segment, MAAG Group's recycling processing solutions address the challenges posed by working with used plastics material streams that are often highly contaminated. MAAG Group's ETTLINGER's melt filters allow recyclers to remove contaminants more efficiently from highly contaminated loads of used plastics with a reduced loss of material compared to alternative solutions. Finally, in our Engineered Products segment, Environmental Solutions Group recently introduced RevAMP, an electric automated sideload body for refuse collection vehicles. The RevAMP offers up to 35% savings on a diesel chassis and up to 100% fuel savings on an electric chassis. When mounted on an electric chassis, the RevAMP's self-contained battery eliminates additional drain on the chassis power system, greatly extending the range of the vehicle.
Reputation	Relevant, always included	Dover considers reputational risk to be relevant because sustaining and enhancing our reputation as a responsible performer with respect to climate action is important to our relationships with key stakeholders (e.g., employees, investors, customers, and the communities we operate in). The Company's entrepreneurial business model encourages, promotes, and fosters deep customer engagement and collaboration, which has led to Dover's well-established and valued reputation for providing superior customer service and industry-leading product innovation. The success of new and improved products, digital solutions, and support services depends on their initial and continued acceptance by our customers. Some of our businesses sell in industries that are characterized by rapid technological changes, frequent new product introductions, changing industry standards, and corresponding shifts in customer demand, which may result in unpredictable product transitions, shortened life cycles, and increased importance of being first to market. Failure to correctly identify and predict customer needs and preferences including for sustainability; deliver high quality, innovative and competitive products to the market; adequately protect our intellectual property rights or acquire rights to third-party technologies; and stimulate customer demand for, and convince customers to adopt, new products, digital solutions and support services could adversely affect our consolidated results of operations, financial condition, and cash flows. Reputation as a strong sustainability performer may also have an impact on the ability to attract and retain top talent and is considered in both our climate-related risk assessments and Talent strategy.

	Relevance & inclusion	Please explain
Acute physical	Relevant, always included	While Dover has a global portfolio, approximately 75% of Dover's facilities are located in the US and Europe. Risk analysis indicates potential impacts in low lying areas with specific high-risk sites identified. Dover incorporates physical risk analysis into business continuity planning. Physical risks are assessed annually, particularly around extreme weather events like hurricanes and floods. Dover also conducts a WRI Aqueduct water risk analysis periodically to assess water-related risks, including those related to climate change. We work with our insurers to identify potential acute risks to our assets. We have incorporated mitigation measures through our business continuity plans to protect people, property, and assets from disruptions that may be posed by the physical impacts of climate change such as flooding from sea-level rise and increased incidence and strength of storms. These plans help us prepare for potential catastrophic events and ensure timely recovery of business operations. We closely monitor all of our global operations and ensure that appropriate plans are in place and necessary actions are taken for the safety of our employees and their families, and business continuity. Based on Dover's focus sites, key locations where physical impacts are potentially highest include: North America: California, Great Lakes, SE and NE Coastline Asia: SE Asia and East Asia, especially Malaysia and China Europe: Northern Europe, especially the UK sites Based on the current predictions associated with the physical impacts of climate change, the principal risks are flooding from sea-level rise, inundation events at the margin of rivers and estuaries, flash flooding, increased incidence and strength of storms and in some cases, drought, wildfires, and heat waves. For example, in 2019, our Sylmar site in California was identified as high risk with respect to wildfires. However, based on the ability of the developed world to adapt more quickly and extensively to major climate shocks, there will likely be a higher risk factor associated with climatic events in developing countries. In this context, the high concentration of Dover's larger and more asset-rich facilities in the US and Europe would likely help to reduce possible physical risks associated with climate change going forward.
Chronic physical	Relevant, always included	While Dover has a global portfolio, approximately 75% of Dover's facilities are located in the US and Europe. Risk analysis indicates potential impacts in low lying areas with specific high-risk sites identified. Dover incorporates physical risk analysis into business continuity planning. Direct and indirect chronic physical risks such as temperature increase or droughts are assessed annually. Our businesses have business continuity plans to protect people, property, and assets; prepare for any catastrophic events; and ensure timely recovery of business operations. Based on the current predictions associated with the physical impacts of climate change, the principal chronic risks are flooding from sea-level rise and direct and indirect impacts from drought. However, based on the ability of the developed world to adapt more quickly and extensively to major climate shocks, there will likely be a higher risk factor associated with climatic events in developing countries. In this context, the high concentration of Dover's larger and more asset-rich facilities in the US and Europe would likely help to reduce possible physical risks associated with climate change going forward.

C2.3

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

Yes

C2.3a

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

Identifier

Risk 1

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Emerging regulation	Carbon pricing mechanisms

Primary potential financial impact

Increased indirect (operating) costs

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

Increased pricing of GHG emissions could potentially result in increased compliance costs for our businesses. Our businesses' domestic and international sales and operations are subject to risks associated with changes in laws, regulations, and policies, including carbon emission regulations, and energy efficiency and design regulations. Failure to comply with any of the foregoing could result in civil and criminal, monetary and non-monetary penalties as well as potential damage to our reputation. An example of an emerging carbon pricing mechanism is the EU Green Deal and other emerging carbon tax or ETS schemes. Our current facilities in the EU account for approximately 14% of our total Scope 1 and 2 emissions. We cannot provide assurance that our costs of complying with new and evolving regulatory reporting requirements and current or future laws will not exceed our estimates.

Time horizon

Short-term

Likelihood

Very likely

Magnitude of impact

Low

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)

80000

Potential financial impact figure – maximum (currency)

1500000

Explanation of financial impact figure
Dover modelled potential carbon prices under two climate scenarios in order to estimate a range of potential impacts. The minimum impact assumes a $6 carbon price by 2050 under a “Red” or business as usual scenario, and the maximum impact assumes a $100 carbon price by 2050 under a “Green” or two-degree climate scenario. Pricing for the green scenario is aligned with the IMAGE – SSP1 – 2.6 data set, and pricing for the red scenario is aligned with the GCAM4 - SSP4-6.0 data set. Average annualized cost to Dover was calculated by projecting emissions (Scope 1 and 2) decreases linearly aligned with science-based targets (30% decrease by 2030), multiplying annual emissions by projected carbon prices, discounting the cost back to present value (using a 5% discount rate), and taking an average over 30 years. In the minimum “Red” scenario, an additional cost of $80,000 is approximately 0.001% of Dover’s 2022 annual revenue of ~$8.5B. In the “Green” two-degree scenario, an additional cost of $1,500,000 is approximately 0.02% of Dover’s 2022 annual revenue.

Cost of response to risk
2000000

Description of response and explanation of cost calculation
Dover tracks regulatory updates and evaluates potential risk for increased costs in high-risk areas due to climate legislation or taxes. We attempt to control such costs through fixed-price contracts with suppliers and various other programs, such as our global supply chain activities. Dover has also set science-based targets for reducing Scope 1 and 2 emissions 30% by 2030 and Scope 3 emissions 15% by 2030 relative to a 2019 baseline. Implementation of science-based targets will reduce Dover’s risk from carbon pricing. Details including costs of implementation are being evaluated, however we have provided an initial estimate in the range of $1 to $3 million and used a midpoint of $2 million as the cost of response to risk above.

Comment
There are no costs associated with regulatory tracking or supply chain activities; these are part of normal business activities. Costs of responses that will be associated with implementation of our science-based targets are being evaluated.

Identifier
Risk 2

Where in the value chain does the risk driver occur?
Upstream

Risk type & Primary climate-related risk driver

Market	Increased cost of raw materials

Primary potential financial impact
Increased indirect (operating) costs

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

Company-specific description
Carbon pricing could cause an increase in upstream annual logistics costs under a “Green” or two-degree climate scenario. Logistics costs represent a small but significant portion of costs and Scope 3 emissions (~1.5% of Scope 3 emissions). For example, a carbon price assumption of $100/ton by 2050 would result in an average additional annual cost of $7.5 million, or a cumulative cost of $230 million over the next 30 years assuming no changes in emissions intensity of logistics.

Time horizon
Medium-term

Likelihood
About as likely as not

Magnitude of impact
Low

Are you able to provide a potential financial impact figure?
Yes, an estimated range

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
400000

Potential financial impact figure – maximum (currency)
7500000

Explanation of financial impact figure
The minimum impact assumes a $6 carbon price by 2050 under a “Red” or business as usual scenario, and the maximum impact assumes a $100 carbon price by 2050 under a “Green” or two-degree climate scenario. Pricing for the green scenario is aligned with the IMAGE – SSP1 – 2.6 data set, and pricing or the red scenario is aligned with the GCAM4 - SSP4-6.0 data set. Average annualized cost to Dover was calculated by projecting emissions decreases linearly aligned with science-based targets (15% decrease by 2030), multiplying annual emissions by projected carbon prices, discounting the cost back to present value (using a 5% discount rate), and taking an average over 30 years.

Cost of response to risk
100000

Description of response and explanation of cost calculation
Dover is attempting to decrease the average length of haul by strategically moving relevant production closer to customers. This would reduce Dover’s exposure to increased logistics costs resulting from carbon pricing by decreasing transportation emissions (Scope 3). If carbon pricing were implemented and logistics costs increased, we would also likely be able to pass some of this cost on to our end customers through pricing.

Cost to implement is estimated based on potential costs of one supply chain optimization project at a specific operating company based on a Dover-led study designed to reduce the average length of haul as described above. This provides a representative starting point for potentially broader actions to mitigate this risk.

Dover has also set science-based targets for reducing Scope 1 and 2 emissions 30% by 2030 and Scope 3 emissions 15% by 2030 relative to a 2019 baseline.

Implementation of the science-based targets will reduce Dover's risk from carbon pricing and Scope 3 mitigation actions as described above will help reduce risk of increased logistics costs. Details including costs of implementation are being evaluated.

Comment

Identifier
Risk 3

Where in the value chain does the risk driver occur?
Downstream

Risk type & Primary climate-related risk driver

Technology	Unsuccessful investment in new technologies

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
Our operating results depend in part on the timely development and commercialization, and customer acceptance, of new and enhanced products and services based on technological innovation. The success of new and improved products, digital solutions, and support services depends on their initial and continued acceptance by our customers. Some of our businesses sell in industries that are characterized by rapid technological changes, frequent new product introductions, changing industry standards, and corresponding shifts in customer demand, which may result in unpredictable product transitions, shortened life cycles, and increased importance of being first to market. For example, many of our operating companies are directly involved in industries that will likely be impacted by climate change policy and the associated potential for a transition to a low-carbon economy, such as environmental and waste management, retail fueling, refrigeration and food equipment, packaging, and printing. Failure to correctly identify and predict customer needs and preferences; deliver high quality, innovative, sustainable and competitive products to the market; adequately protect our intellectual property rights or acquire rights to third-party technologies; and stimulate customer demand for, and convince customers to adopt, new products and services could adversely affect our consolidated results of operations, financial condition, and cash flows. In addition, we may experience difficulties or delays in the research, development, production, and marketing of new products, digital solutions, and support services which may prevent us from recouping or realizing a return on the investments required to continue to bring new products and services to market.

Time horizon
Long-term

Likelihood
Unlikely

Magnitude of impact
Medium

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

Potential financial impact figure (currency)
85000000

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

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

Explanation of financial impact figure
The potential financial impact of technology risk is provided as an order of magnitude estimate based on a percentage of Dover's revenue. Dover's revenue was $8.5 billion in 2022, $85 million is 1% of Dover's 2022 revenue.

Cost of response to risk
32330734

Description of response and explanation of cost calculation
The cost provided represents one fifth of the total R&D spend; our total R&D spend consolidates all of our business segments. Dover does not disclose research and development spending per segment. We continue to prioritize innovation and research and development activities; our R&D spend in 2022 represented 1.9% of our annual revenue.

We are committed to creating economic value for shareholders by developing products designed to help our customers meet their sustainability goals in response to evolving regulatory and environmental standards. We believe that sustainability-driven innovation presents a significant growth opportunity while contributing positively to enhanced resource efficiency and reduced waste. Accordingly, over the past several years, we have accelerated our efforts and processes around innovation, focusing on technologies that create tangible value for our customers. In our Climate & Sustainability Technologies segment, SWEP, a manufacturer of brazed plate heat exchangers, focuses on the conversion to sustainable and renewable energy usage in heat transfer. Heat exchangers transfer heat from one media to another, causing the desired temperature change. But in this process, some of the energy can be wasted. The exact amount of heat wasted depends, in large part, upon the type of exchanger used. Brazed plate heat exchangers (BPHEs) by SWEP are specifically designed to maximize heating and cooling performance while simultaneously minimizing energy loss. SWEP's BPHEs are extremely compact compared with other technologies. In addition, BPHEs have a smaller carbon footprint, are significantly smaller and lighter than other technologies such as shell and tube and, importantly, are more efficient than other technologies such as shell and tube. SWEP recently introduced a new heat exchange technology, Hypertwain, which uses an innovative heat transfer configuration, superior seasonal performance, and low refrigerant charge to reduce annual electricity spend by as much as 15%.

Comment

Identifier
Risk 4

Where in the value chain does the risk driver occur?
Downstream

Risk type & Primary climate-related risk driver

Market	Changing customer behavior

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

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

Company-specific description
Under a two-degree aggressive climate mitigation scenario based on estimates from the International Energy Agency (IEA) Sustainable Development Scenario, global oil demand is projected to potentially decrease by approximately 50% by 2050. If this scenario were to occur, this decrease has the potential to disrupt the energy and retail fueling industry and reduce demand for some of Dover's products. In addition, electric vehicle adoption could potentially increase significantly over the course of the next 30 years, creating further pressure on the energy and retail fueling industry and causing a shift in demand towards products tailored to renewables and EV charging. These changes in demand are being driven by policy pressure such as countries beginning to phase out the sale of internal combustion engine vehicles, and by the decrease in lithium-ion battery prices.

Dover operating companies that have revenue from the oil and gas sector and could be impacted under this scenario by the energy transitions described above include the following:
Dover Precision Components (DPC): participates in oil and gas supply chain up-, mid-, downstream
OPW: participates in oil and gas supply chain in mostly mid- and downstream transportation
Pump Solutions Group (PSG): participates in oil and gas supply chain mid- and downstream
Dover Fueling Solutions (DFS): specialized in retail fueling at convenience stores

Time horizon
Long-term

Likelihood
About as likely as not

Magnitude of impact
Medium

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

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

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

Explanation of financial impact figure

Cost of response to risk
0

Description of response and explanation of cost calculation
Dover companies such as Dover Fueling Solutions (DFS) actively evaluate market trends and have strategies to grow existing business in alternative fuels like compressed natural gas (CNG), hydrogen, and electric vehicle charging to mitigate any decline in conventional gasoline fueling. DFS provides charging stations for Electric Vehicles (EVs) via partnerships with ABB in Europe and ChargePoint in North America. Providing charging stations for EVs, as well as other alternative clean fueling solutions and associated hardware and software solutions, creates an opportunity to reduce GHGs from transportation and mitigate the risk of decline in reduced demand for fossil fuels. The risk of declining fossil fuel use is also mitigated by increased investment in software and systems, including payment processing and site digitalization, which would be relevant regardless of shifts in fuel (for example, from gasoline to electric vehicle charging).

We intend to evaluate the results of our recently conducted scenario analysis to determine how risk responses will integrate with our broader enterprise risk management efforts.

Comment

Identifier
Risk 5

Where in the value chain does the risk driver occur?
Downstream

Risk type & Primary climate-related risk driver

Reputation	Other, please specify (Risk to sustain and enhance Dover's reputation as a responsible climate action performer to stakeholders, including employees, investors, customers, and the communities we operate in)

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
As climate change continues to grow as a concern in stakeholders' minds, evidenced by pending climate-related regulations in multiple jurisdictions, ESG factors may become increasingly relevant to the capital markets and to stakeholders such as employees and customers. Addressing these factors in a manner that is consistent with the

expectations of key stakeholders and demonstrating prudent management of ESG as a material risk and opportunity will be essential to protecting and enhancing our brand reputation and maintaining strong relationships with these stakeholders. Many Dover customers are undertaking efforts to reduce emissions, such as Shell committing to net zero Scope 1 and Scope 2 emissions by 2050 and Walmart committing to zero emissions across global operations by 2040. As more customers increase their climate efforts and more employees and investors focus on ESG as an important measure of a company's performance and success, industrial manufacturers like Dover will need to demonstrate not only that they are strong operators but that they are taking a responsible approach to addressing ESG risks and opportunities and are accordingly well-positioned to capture economic value from these efforts. Our efforts to address ESG factors includes our adoption of science-based targets to reduce our Scope 1 and 2 emissions 30% by 2030 from a 2019 base year and to reduce our Scope 3 emissions 15% by 2030 from a 2019 base year. Making progress against these targets over the next 10 years will be essential to protecting our reputation with key stakeholders.

Time horizon
Medium-term

Likelihood
Unlikely

Magnitude of impact
Medium

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

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

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

Explanation of financial impact figure

Cost of response to risk
0

Description of response and explanation of cost calculation
In 2021, Dover set new 2030 energy and emissions goals. Our goals are approved science-based targets in line with a well-below 2°C trajectory. Dover commits to reduce our direct GHG emissions from operations (Scope 1 and 2) 30% by 2030 from a 2019 base year and reduce our indirect (Scope 3) emissions 15% by 2030 from a 2019 base year. We report progress against these goals on our energy and emissions webpage annually through 2030. Successful implementation of our science-based targets will demonstrate Dover's commitment to climate action and sustainability and reduce the risk of negative reputational risk around climate. Costs of responses that will be associated with implementation of our science-based targets are being evaluated.

We intend to evaluate the results of our recently conducted scenario analysis to determine how risk responses will integrate with our broader enterprise risk management efforts.

Comment

Identifier
Risk 6

Where in the value chain does the risk driver occur?
Upstream

Risk type & Primary climate-related risk driver

Acute physical	Other, please specify (Risk of disruptions to critical suppliers due to hurricanes, flooding, or other climate-related extreme weather events)

Primary potential financial impact
Decreased revenues due to reduced production capacity

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

Company-specific description
The majority of Dover's supplier spend is in the Americas and Europe, both of which are regions with significant exposure to climate-related extreme weather events such as wildfire, hurricanes, and floods. The remaining supplier spend is in Asia, which has high typhoon risk. Extreme weather events have already caused disruptions in Dover's supply chain, including recent hurricanes and extreme winter weather in the Gulf of Mexico impacting chemical plants and metal suppliers. Because of the diverse and customized nature of Dover's business and the specific parts that they require, there are certain instances where specific parts are only manufactured by one facility. This creates a risk of operational disruption in the case of an extreme weather event pausing production at a critical facility.

Time horizon
Short-term

Likelihood
About as likely as not

Magnitude of impact
Low

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

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

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

Explanation of financial impact figure

Cost of response to risk

Description of response and explanation of cost calculation
Dover incorporates physical risk analysis into business continuity planning. Physical risks are assessed annually, particularly around extreme weather events like hurricanes and floods. We work with our insurers to identify potential acute risks to our assets. We have incorporated mitigation measures, through our business continuity plans to protect people, property, and assets from disruptions that may be posed by the physical impacts of climate change such as flooding from sea-level rise and increased incidence and strength of storms. These plans help us prepare in the event of a catastrophic event and will help ensure timely recovery of business operations.

We have also begun consideration of the risk of supply chain disruption due to extreme weather events and will continue to evaluate and enhance existing business continuity planning to more fully incorporate this risk. For example, we have taken action to maintain additional supply of some materials sourced from geographies at higher risk of climate-related events, to mitigate potential operational disruptions.

We intend to evaluate the results of our recently conducted scenario analysis to determine how risk responses will integrate with existing business continuity plans and our broader enterprise risk management efforts.

Comment

Identifier
Risk 7

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

Risk type & Primary climate-related risk driver

Acute physical	Other, please specify (Risk of increased frequency and severity of storms shutting down operations)

Primary potential financial impact
Decreased revenues due to reduced production capacity

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

Company-specific description
As a global company with many coastal facilities, Dover is at increased risk of water-related extreme weather events. Many of Dover's locations in the US Gulf coast, the US Atlantic coast, and southeast Asia are at risk of hurricanes, which are projected to increase by 45-87% by 2100 with moderate increases in GHGs. Scientists also project that 100-year storms could begin happening every 5 to 10 years if climate change continues as current rates. Both of these risks could pose threats to Dover's locations in Europe and Singapore, which are at risk of flooding.

Time horizon
Short-term

Likelihood
About as likely as not

Magnitude of impact
Low

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

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

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

Explanation of financial impact figure

Cost of response to risk
0

Description of response and explanation of cost calculation
Dover incorporates physical risk analysis into business continuity planning and siting new facilities. Physical risks are assessed annually, particularly around extreme weather events like hurricanes and floods. We work with our insurers to identify potential acute risks to our assets. We have incorporated mitigation measures, through our business continuity plans to protect people, property, and assets from disruptions that may be posed by the physical impacts of climate change such as flooding from sea-level rise and increased incidence and strength of storms. These plans help us prepare in the event of a catastrophic event and will help ensure timely recovery of business operations.

We intend to evaluate the results of our recently conducted scenario analysis to determine how risk responses will integrate with existing business continuity plans and our broader enterprise risk management efforts.

Comment

C2.4

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

C2.4a

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

Identifier
Opp1

Where in the value chain does the opportunity occur?
Downstream

Opportunity type
Products and services

Primary climate-related opportunity driver
Development of new products or services through R&D and innovation

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

Company-specific description
Dover's revenue is relatively evenly spread across each of its 5 segments: Engineered Products, Clean Energy & Fueling, Imaging and Identification, Pumps and Process Solutions, and Climate & Sustainability Technologies. Assuming that under a "Green" or two-degree climate scenario like RCP 2.6 customers are driven by regulatory and consumer pressure to seek out low-carbon products, Dover predicts that we could increase sales of sustainable products.

An example of Dover pursuing opportunities in our Climate & Sustainability Technologies segment is our development of Advanced Second Nature (SN) refrigeration systems that require less refrigerant charge than standard refrigeration. The methodology for estimating avoided emissions from Advanced Second Nature Systems is provided here. Assumptions include: number of units sold; typical direct expansion (DX) system requires charge size of 1100 lbs with an average leak rate of 20%; and SN system requires charge size of 600 lbs with an average leak rate of 5%. The difference in emissions associated with typical DX and SN units multiplied by the number of units sold represents the avoided emissions. SN units use carbon dioxide-based refrigerant with a global-warming potential (GWP) rating of 1. By comparison, a hydrofluorocarbon-based refrigerant can have a GWP rating as high as 3985. Another example of Dover pursuing opportunities in this segment is our Belvac machinery and manufacturing technologies, which lead the world in the reduction of aluminum usage in beverage containers, making more cans and bottles with less metal while maintaining strength and durability. In addition to reducing overall global aluminum usage, Belvac's efforts to lightweight aluminum beverage containers makes them more affordable and, in turn, reduces the usage of glass containers, which have a significantly less successful recycling processes. Aluminum is 100% recyclable and has the highest recycling rate. The associated emissions of a twelve-ounce aluminum can are 45% lower than a twelve-ounce glass bottle and 49% lower than a twenty-ounce plastic bottle.

Time horizon
Medium-term

Likelihood
Virtually certain

Magnitude of impact
Medium

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

Potential financial impact figure (currency)
85000000

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

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

Explanation of financial impact figure
The potential financial impact of low-carbon product opportunities is provided as an order of magnitude estimate based on a percentage of Dover's revenue. Dover's revenue was $8.5 billion in 2022. $85 million is 1% of Dover's 2022 revenue. The actual revenue could be higher or lower.

Cost to realize opportunity
32330734

Strategy to realize opportunity and explanation of cost calculation
Dover is committed to creating economic value for shareholders by developing products designed to help customers meet their sustainability goals in response to evolving regulatory and environmental standards. We believe that sustainability-driven innovation presents a significant growth opportunity while contributing positively to enhanced resource efficiency and reduced waste. Accordingly, over the past several years, we have accelerated our efforts and processes around innovation, focusing on technologies that create tangible value for our customers. In our Climate & Sustainability Technologies segment, SWEP, a manufacturer of brazed plate heat exchangers, focuses on opportunities created by the conversion to sustainable and renewable energy usage in heat transfer. Its Passive Cooling Unit, for example, uses natural cooling from the ground or groundwater to remove excess heat from interiors with the process requiring only a small amount of electricity for the circulation pumps which make this solution both very energy efficient and cost effective. SWEP Brazed plate heat exchanges are extremely compact and have a smaller carbon footprint compared with other technologies such as shell and tube. We continue to prioritize innovation and research and development activities; our R&D spend in 2022 represented 1.9% of our annual revenue.

The cost provided represents one fifth of the total R&D spend; our total R&D spend consolidates all of our business segments. Dover does not disclose research and development spending per segment.

As described in the case study above on SWEP's efficient brazed plate heat exchanges, we have realized sustainability opportunities through R&D investment in our refrigeration and food equipment segment. R&D investment allows Dover to capitalize on the opportunity of increased revenues resulting from increased demand for products and services with sustainability benefits.

Comment

Identifier
Opp2

Where in the value chain does the opportunity occur?
Downstream

Opportunity type
Products and services

Primary climate-related opportunity driver
Development of new products or services through R&D and innovation

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

Company-specific description
Dover's revenue is relatively evenly spread across each of its 5 segments: Engineered Products, Clean Energy & Fueling, Imaging & Identification, Pumps & Process Solutions, and Climate & Sustainability Technologies. Assuming that under a "Green" or two-degree climate scenario like RCP 2.6 customers are driven by regulatory and consumer pressure to seek out low-carbon products, Dover predicts that we could increase sales of sustainable products.

An example of Dover pursuing opportunities in our Pumps and Process Solutions segment is Hydro Systems' proportioning, dosing, and dispensing solutions, which contribute to the long-term well-being of people and the environment. Its products are used to accurately dilute and/or dispense concentrated cleaning chemicals so they can be safely and effectively used in commercial cleaning applications, such as food service, health care, supermarket, institutional, school, building service contractor, and industrial markets. Hydro's products promote environmental-responsibility, cost control, worker safety, and proper chemical performance - especially important in bacteria-control areas like retail-food and health care.

The innovative EvoClean dispenser is the world's first venturi-based, water-powered dispenser for on-premise laundry applications. Unlike other laundry dispensers, EvoClean does not require squeeze tubes driving dramatic reductions in service parts and maintenance costs. Its delivery performance is precise, and it will not under-dose chemicals. This gives laundries less downtime, less re-wash, and more predictable, clean results with every wash.

Hydro's EvoClean is 50% lighter than other traditional peristaltic pumps, leading to simplified installation and maintenance. The system is available in four, six, and eight product configurations for two-flow rates. Users can even access reports through the controller that provide valuable data on product usage, costs per formula, and more, saving even more money and resources.

Another sustainability benefit is reduced energy consumption: EvoClean uses 85% less energy than traditional laundry dispensers, because it does not use AC or DC motors. This equates to 38 kWh saved per year.
Example Energy Savings Calculation for Chemical Companies:
9,000 locations x 2 dispensers per location = 18,000 total EvoClean units
38 kWH x 18,000 units = 684,000 kWh /year

Time horizon
Medium-term

Likelihood
Virtually certain

Magnitude of impact
Medium

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

Potential financial impact figure (currency)
85000000

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

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

Explanation of financial impact figure
The potential financial impact of low-carbon product opportunities is provided as an order of magnitude estimate based on a percentage of Dover's revenue. Dover's revenue was $8.5 billion in 2022. $85 million is 1% of Dover's 2022 revenue. The actual revenue could be higher or lower.

Cost to realize opportunity
32330734

Strategy to realize opportunity and explanation of cost calculation
Dover is committed to creating economic value for shareholders by developing products designed to help customers meet their sustainability goals in response to evolving regulatory and environmental standards. We believe that sustainability-driven innovation presents a significant growth opportunity while contributing positively to enhanced resource efficiency and reduced waste. Accordingly, over the past several years, we have accelerated our efforts and processes around innovation, focusing on technologies that create tangible value for our customers.

We continue to prioritize innovation and research and development activities; our R&D spend in 2022 represented 1.9% of our annual revenue. The cost provided represents one fifth of the total R&D spend; our total R&D spend consolidates all of our business segments. Dover does not disclose research and development spending per segment.

As described in the case study above on Hydro Systems' innovative EvoClean dispenser, we have realized sustainability opportunities in our Pumps & Process Solutions segment through R&D investment which contributes to the long-term well-being of people and the environment. R&D investment allows Dover to capitalize on the opportunity of increased revenues resulting from increased demand for products and services with sustainability benefits.

Comment

Identifier
Opp3

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

Opportunity type
Energy source

Primary climate-related opportunity driver
Use of lower-emission sources of energy

Primary potential financial impact
Reduced indirect (operating) costs

Company-specific description
From 2010 through 2020, Dover operating companies have implemented energy efficiency and renewable energy initiatives that were responsible for reducing more than 200,000 tons of CO2e. Dover is currently using approximately 11% renewable electricity and is exploring opportunities to continue to shift to low-emission energy sources and fuels. Dover is considering leveraging an internal carbon price to fund investment, which has become increasingly common in the manufacturing industry at prices around $30/ton.

Dover is also exploring opportunities to invest indirectly in renewable energy assets through virtual purchase power agreements, which can help reduce energy costs and carbon liability and can be scaled to cover 100% of the business.

In addition, Dover intends to evaluate the results of our recently conducted scenario analysis to determine which strategies for reducing energy cost and reducing carbon emissions provide the most value.

Time horizon
Medium-term

Likelihood
Virtually certain

Magnitude of impact
Medium-low

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)
600000

Potential financial impact figure – maximum (currency)
6000000

Explanation of financial impact figure
Dover is in the process of evaluating opportunities to reduce energy spend through efficiency measures and switching to renewable energy as part of implementation of our science-based target. While exact costs have not been quantified yet, Dover's annual energy spend is approximately $30 million, so a hypothetical range of potential savings could range from 2% ($600,000) to 20% ($6,000,000) of energy spend that could be saved through efficiency and fuel switching activities.

Cost to realize opportunity
1400000

Strategy to realize opportunity and explanation of cost calculation
From 2010 through 2020, Dover operating companies implemented energy efficiency and renewable energy initiatives that were responsible for reducing more than 200,000 tons of CO2e. Total investments in this round of efficiency initiatives were approximately $7 million over 5 years. Dover is in the process of evaluating opportunities to reduce energy spend through efficiency measures and switching to renewable energy as part of implementation of our science-based target. While exact costs have not been quantified yet, the average annual cost ($7 million / 5 years = $1.4 million per year) of the first round of efficiency initiatives serves as a starting point for expected costs to realize this opportunity.

Dover is currently using approximately 11% renewable electricity and is exploring opportunities to continue to shift to low-emission energy sources and fuels. Dover is also considering leveraging an internal carbon price to fund investment, which has become increasingly common in the manufacturing industry at prices around $30/ton.

Dover is also exploring opportunities to invest indirectly in renewable energy assets through virtual purchase power agreements, which can help reduce energy costs and carbon liability and can be scaled to cover 100% of the business.

Comment

C3. Business Strategy

C3.1

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

Row 1

Climate transition plan
Yes, we have a climate transition plan which aligns with a 1.5°C world

Publicly available climate transition plan
No

Mechanism by which feedback is collected from shareholders on your climate transition plan
We do not have a feedback mechanism in place, and we do not plan to introduce one within the next two years

Description of feedback mechanism
<Not Applicable>

Frequency of feedback collection
<Not Applicable>

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

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
<Not Applicable>

Explain why climate-related risks and opportunities have not influenced your strategy
<Not Applicable>

C3.2

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

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

C3.2a

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

Climate-related scenario	Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Physical climate scenarios: RCP 8.5	Company-wide	<Not Applicable>	For Dover's TCFD scenario analysis, several commonly used climate scenarios were evaluated and two were selected as relevant to Dover's business. The RCP8.5 scenario was selected as a business-as-usual scenario to test resilience to physical risks of climate change and certain assumptions from the SSPs (carbon pricing) and IEA STEPS (energy mix). 2050 was selected as a time horizon. Our science-based target (SBT) is 2030 and we recognize that a 10 year time horizon is insufficient to evaluate the physical risks of climate change. The analysis considered all areas of the organization, including all regions where Dover operates globally and all five segments. A broad stakeholder group from the Dover Sustainability Steering Committee (SSC) was engaged for the workshops to capture input from all areas of the organization. During the workshop, the SSC evaluated each risk and opportunity for likelihood and impact to Dover's business should the risk or opportunity occur. The top risks and opportunities, and the associated drivers, were assessed under the scenarios. As this was the first global scenario analysis, assessment of risks and opportunities under each scenario was primarily qualitative with high-level quantitative modelling of certain risks. We leveraged assumptions from desktop research, existing peer reviewed scientific literature, and Dover company data to make informed ratings of each risk and opportunity. Physical risks such as increased frequency and severity of extreme weather ceasing operations or disrupting critical suppliers were found to have significant potential impact under the RCP8.5 scenario. Transition risks such as risk of perceived inadequacy of climate action by key stakeholders and carbon pricing were found to have moderate potential impact to Dover under the RCP8.5 scenario. Given the relatively moderate transition risks under RCP8.5, the analysis informed Dover's decision to set a SBT and pursue innovation for sustainable/low-carbon products. Both actions will enable Dover to remain resilient to transition and reputational risks that will still be present under an RCP8.5 scenario, though less pronounced that under RCP2.6. The results indicating higher impact from physical risks will be further used to enhance current risk management practices and establish risk responses and procedures for climate-related risks and opportunities not currently managed under existing risk management practices.
Physical climate scenarios: RCP 2.6	Company-wide	<Not Applicable>	For Dover's TCFD scenario analysis, several commonly used climate scenarios were evaluated and two were selected as relevant to Dover's business. The RCP2.6 scenario was selected as a two-degree scenario primarily to test resilience to transition risks of climate change and certain assumptions from the SSPs (carbon pricing) and IEA STEPS (energy mix). 2050 was selected as a time horizon. Our science-based target (SBT) is 2030 and we recognize that a 10 year time horizon is insufficient to evaluate the physical risks of climate change. The analysis considered all areas of the organization, including all regions where Dover operates globally and all five segments. A broad stakeholder group from the Dover Sustainability Steering Committee (SSC) was engaged for the workshops to capture input from all areas of the organization. During the workshop, the SSC evaluated each risk and opportunity for likelihood and impact to Dover's business should the risk or opportunity occur. The top risks and opportunities, and the associated drivers, were assessed under two climate scenarios (RCP8.5 and RCP2.6). As this was the first global scenario analysis, assessment of risks and opportunities under each scenario was primarily qualitative with high-level quantitative modelling of certain risks. We leveraged assumptions from desktop research, existing peer reviewed scientific literature, and Dover company data to make informed ratings of each risk and opportunity. Physical risks such as increased frequency and severity of extreme weather ceasing operations or disrupting critical suppliers were found to have low to moderate potential impact to Dover under the RCP2.6 scenario. Transition risks such as the risk of perceived inadequacy of climate action by key stakeholders were found to have low to moderate potential impact under the RCP2.6 scenario. The scenario analysis informed in-part Dover's decision to set a SBT to mitigate the relatively higher transition risks possible under a RCP2.6 scenario and pursue innovation for sustainable products. Both actions will enable Dover to remain resilient to transition risks that will be more prevalent under RCP2.6. Dover is evaluating how scenario analysis results can align with a low-carbon transition plan to implement 2030 targets. The results will enhance existing risk management practices and support establishment of new risk responses and procedures for climate-related risks and opportunities.

C3.2b

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

Row 1

Focal questions

What may be the potential implications for Dover's business objectives and strategies and resilience under different potential future climate scenarios?

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

We found typically low to moderate impact of climate risks, with higher transition risk under the 2°C scenario and higher physical risk under the 4°C scenario and similar levels of opportunity and risk under both scenarios. We believe our plan to achieve our new 2030 science-based targets helps us with resilience to climate risks under both scenarios. Specifically, our businesses have business continuity plans in place to protect people, property, and assets from disruptions that may be posed by the physical impacts of climate change such as flooding from sea-level rise and increased incidence and strength of storms. These plans help us prepare in the event of a catastrophic event and will help ensure timely recovery of business operations. For our transition risks, our science-based targets which we aim to meet by 2030, our energy and GHG reduction initiatives and our expanding presence in clean fuels help us address our risks related to transitioning to a low-carbon sustainable business.

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	At Dover, our commitment to sustainability extends beyond our operations. We are committed to creating long-term economic value by developing products that are designed to help our customers meet their sustainability goals, run their operations more efficiently, and satisfy evolving regulatory and environmental standards. Our businesses are well-positioned to capitalize on increasing requirements for sustainability, safety, and energy efficiency, and we strive to integrate sustainability into the design, development, and use of our products. This includes developing products and solutions that enable our customers to use resources more efficiently and decrease greenhouse gas emissions (GHG)—all while increasing reliability and durability. We pursue innovation for sustainable products in three key opportunity areas: clean technology, optimizing use of resources and materials, and enabling the circular economy. The most significant strategic decision made to date around products and services is the evaluation in 2020 and approval in 2021 of our science-based target which includes a commitment to reduce scope 3 GHG emissions 15% by 2030 from a 2019 baseline. Our work in this space will help us to achieve our science-based target by delivering carbon-efficient products to our customers. Many of our operating companies are directly involved in industries that will likely be impacted by climate change policy and the associated potential for a transition to a low carbon economy, such as environmental and waste management, retail fueling, refrigeration and food equipment, packaging, and printing. As part of our path towards achieving our science-based targets, Dover's largest operating companies by emissions are focusing on reducing product use phase emissions which make up over 85% of our 2019 scope 3 emissions. Operating companies attend quarterly meetings where they learn from best practices in new product development innovation from industry and other operating companies. As an example of sustainability considerations in new products, PSG's EvoClean uses 85% less energy and 60% less water (3.7 gallons per load) in its application when compared to traditional laundry dispensers. TIME HORIZON: All these activities are currently ongoing and therefore fall in our short-term (0-3 years) horizon.
Supply chain and/or value chain	Yes	The risk of increased logistics costs from carbon pricing was evaluated during the climate scenario analysis. Efforts have been underway to optimize Dover's supply chain and achieve both cost savings and carbon efficiencies by minimizing average length of haul. The risk of supply chain disruption from extreme weather events was also evaluated and could potentially be significant to Dover. Based on the results of the climate scenario analysis, this is an area that may warrant additional investigation. The most significant strategic decision made to date around supply chain and/or value chain is the approval in 2021 of our science-based target which includes a commitment to reduce scope 3 GHG emissions 15% by 2030 from a 2019 baseline. Our work in optimizing Dover's supply chain will help us to achieve our science-based target by reducing scope 3 emissions from logistics and other aspects of supply chain emissions. Dover's suppliers are required to comply with all applicable environmental laws, regulations, and standards and minimize any adverse impact on the environment. Dover's suppliers must also endeavor to conserve natural resources, including water and energy, and reduce or eliminate waste, packaging, and the use of hazardous substances. Dover expects suppliers to support its environmental reporting by promptly responding to Dover's information requests regarding sustainability commitments and progress. We use a wide variety of raw materials, primarily metals and semi-processed or finished components, which are generally available from a number of sources. As a result, shortages or the loss of any single supplier have not had, and are not likely to have, a material impact on operating profits. While the required raw materials are generally available, commodity pricing can be volatile, particularly for various grades of steel, copper, aluminum and select other commodities. Although cost increases in commodities may be recovered through increased prices to customers, our operating results are exposed to such fluctuations. We attempt to control such costs through fixed-price contracts with suppliers and various other programs, such as our global supply chain activities. TIME HORIZON: All these activities are currently ongoing and therefore fall in our short-term (0-3 years) horizon.
Investment in R&D	Yes	Dover is committed to creating economic value for shareholders by developing products designed to help customers meet their sustainability goals in response to evolving regulatory and environmental standards. We believe that sustainability-driven innovation presents a significant growth opportunity while contributing positively to enhanced resource efficiency and reduced waste. Accordingly, over the past several years, we have accelerated our efforts and processes around innovation, focusing on technologies that create tangible value for our customers. In 2022, R&D spend, including qualifying engineering costs, represented 1.9% of our annual revenue. Ultimately, we view R&D as critical to maintaining the long-term growth and competitiveness of our offerings in the marketplace in a world with an ever-increasing demand for more sustainable solutions. The most significant strategic decision made to date around investment in R&D is the approval in 2021 of our science-based target which includes a commitment to reduce scope 3 GHG emissions 15% by 2030 from a 2019 baseline. Our work in investment in R&D and innovation for sustainable products will help us to achieve our science-based target by reducing scope 3 emissions from the largest category, emissions from use of sold products. An example of our sustainable products include our Climate & Sustainability segment, SWEP, which manufactures brazed plate heat exchangers, focuses on opportunities created by the conversion to sustainable and renewable energy usage in heat transfer. Their Passive Cooling Unit, for example, uses natural cooling from the ground or groundwater to remove excess heat from interiors with the process requiring only a small amount of electricity for the circulation pumps which make this solution both very energy efficient and cost effective. Additionally, SWEP is creating a new R&D center that will house an enlarged and upgraded innovation lab and enhanced testing capabilities focused on providing more low-carbon and energy-efficient heat transfer solutions to our customers. TIME HORIZON: All these activities are currently ongoing and therefore fall in our short-term (0-3 years) horizon.
Operations	Yes	The opportunity to improve energy efficiency and switch to renewable energy was evaluated during the climate scenario analysis. Efforts have been underway to optimize Dover's energy and emissions use in operations for years and Dover currently generates renewable energy on-site at a number of locations. Additional opportunities will be investigated as Dover continues to implement our 2030 science-based targets. The most significant strategic decision made to date around operations is the approval in 2021 of our science-based target which includes a commitment to reduce scope 1 and 2 GHG emissions from operations 30% by 2030 from a 2019 baseline. Our work in implementation of our science-based target through various avenues such as energy efficiency and switching to renewable energy will help us to achieve our science-based target by reducing scope 1 and 2 emissions from operations. For example, PSG has invested in hybrid fleet vehicles to reduce emissions from mobile sources. Furthermore, several of our Operating Companies are taking initiatives to switch to renewable energy at their production sites. At MAAG, for example, the production facility in Switzerland is equipped with a photovoltaic system on the roof. We are aware of a number of existing or upcoming regulatory initiatives intended to reduce emissions in geographies where our manufacturing and warehouse/distribution facilities are located and have evaluated the potential impact of these regulations on our businesses. We anticipate that direct impacts from regulatory actions will not be significant in the short- to medium-term. We expect the regulatory impacts associated with climate change regulation would be primarily indirect and would result in "pass through" costs from energy suppliers, suppliers of raw materials and other services related to our operations. As an example of an indirect impact, the EU Emissions Trading System covers large emitters, many of which provide power or raw materials to Dover. As the cost for EU Allowances goes up for these large emitters, the pass through costs may rise. TIME HORIZON: All these activities are currently ongoing and therefore fall in our short-term (0-3 years) horizon.

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 Acquisitions and divestments	Revenues: Dover's five business segments are focused on building enduring competitive advantages and leadership positions in markets that we believe are positioned for sustained future growth. We believe that our businesses are among the top suppliers in most markets and niches that we serve, which positions us well to capture future growth. We capitalize on our engineering, technology and design expertise and maintain an intense focus on meeting the needs of our customers and adding significant, and often new, value to their operations through superior product performance, sustainability benefits, safety and reliability and a commitment to aftermarket support. We cultivate and maintain an entrepreneurial culture and continuously innovate to address our customers' needs to help them win in the markets they serve. In particular, our businesses are well-positioned to capitalize on growing industrial manufacturing and trade volumes, adoption of digital technologies, increasing requirements for sustainability, safety, energy efficiency and consumer product safety, and growth of the middle class and consumption in emerging economies. Many of our operating companies are directly involved in industries that will likely be impacted by climate change policy and associated potential for a transition to a low carbon economy, such as environmental and waste management, retail refueling, refrigeration and food equipment, and packaging and printing. A central part of our sustainability efforts is to enable our customers to reduce waste, energy, and to achieve their sustainability goals through our innovative and sustainable products. As demand is expected to grow for these products and services in the future, we anticipate significant opportunities to provide the solutions our customers depend on. For the year ended December 31, 2022, Dover revenue from continuing operations was $8.5 billion, an increase of 7.6% or $0.6billion compared with the prior year. Our Engineered Products segment is capitalizing on secular growth in waste generation and increasing sophistication and automation of waste collection operations, increasing car parc, car age and miles driven, as well as increasing digitization and sensorization of modern vehicles. Environmental Solutions Group, within our Engineered Products Segment, includes Marathon Equipment. Marathon offers a complete line of revolutionary GreenBuilt trash compactors. Because GreenBuilt solutions get their power from solar panels, expenses associated with power installation and electrical charges are essentially eliminated. The units also utilize biodegradable oil and hydraulic fluids to help protect the environment. Our Clean Energy & Fueling segment benefits from worldwide growth in safety and compliance regulations, new infrastructure build-out in emerging economies, increased sophistication and digitization of convenience and fuel retailing, as well as a secular growth in automated vehicle wash systems (over manual and do-it-yourself washing). Among solutions supplied by the segment are dispensing equipment and components for gasoline, compressed natural gas (CNG), liquified natural gas (LNG) and hydrogen (H2) fueling sites. Our Dover Fueling Solutions business provides charging stations for Electric Vehicles (EVs) via partnerships with ABB in Europe and with ChargePoint in North America. Providing charging stations for EVs, as well as other alternative clean fueling solutions, creates an opportunity to reduce GHGs from transportation. Our Imaging & Identification segment leverages its unique product offering containing equipment, consumables, software and services to address market needs and requirements including conversion to digital textile printing, increased demand for product traceability and brand protection, and consumer product safety. Our Pumps & Process Solutions segment is focused on capturing growth in its installed base and growing sophistication of fluid transfer and rotating machinery components within the chemical, plastics and polymer, industrial, mid and downstream oil & gas, biopharma and hygienic markets as well as globalizing brands across geographies while expanding sales channels and engineering support. Our Climate & Sustainability Technologies segment is responding to our customers' demand for increased energy efficiency and sustainability in food retail merchandising solutions, as well as increasing demand for sustainable heating and cooling solutions and growing global demand for aluminum beverage cans. Acquisitions and divestments: A number of our acquisitions relate to sustainability solutions and innovation for sustainable products. For example, Dover's 2022 acquisition of Boivin Evolution Inc. ("BEV"), a provider of clean electric refuse collection vehicle intellectual property portfolio, complements our existing portfolio of engineered products transitioning to clean electric power. Boivin Evolution is the first company to offer a 100% electric automated waste collection body.

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	No, and we do not plan to in the next two years	<Not Applicable>

C4. Targets and performance

C4.1

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

Absolute target

C4.1a

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

Target reference number

Abs 1

Is this a science-based target?

Yes, and this target has been approved by the Science Based Targets initiative

Target ambition

Well-below 2°C aligned

Year target was set

2020

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)
47075

Base year Scope 2 emissions covered by target (metric tons CO2e)
109884

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)
156959

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 (%)
30

Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]
109871.3

Scope 1 emissions in reporting year covered by target (metric tons CO2e)
50044

Scope 2 emissions in reporting year covered by target (metric tons CO2e)
99036

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)
149079

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

% of target achieved relative to base year [auto-calculated]
16.7347311505977

Target status in reporting year
Underway

Please explain target coverage and identify any exclusions
100% of scope 1 and scope 2 emissions are included in the target

Plan for achieving target, and progress made to the end of the reporting year
Dover has drafted a science-based target roadmap with priority actions to achieve scope 1 and 2 goals with input from top operating companies. We are working with GHG champions from all operating companies to implement emissions reduction projects. Since 2019, scope 1 and 2 emissions have been reduced 5%.

List the emissions reduction initiatives which contributed most to achieving this target
<Not Applicable>

Target reference number
Abs 2

Is this a science-based target?
Yes, and this target has been approved by the Science Based Targets initiative

Target ambition
Well-below 2°C aligned

Year target was set
2020

Target coverage
Company-wide

Scope(s)
Scope 3

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
Category 1: Purchased goods and services
Category 2: Capital goods
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 7: Employee commuting
Category 9: Downstream transportation and distribution

Category 10: Processing of sold products
Category 11: Use of sold products
Category 12: End-of-life treatment of sold products
Category 15: Investments

Base year
2019

Base year Scope 1 emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 2 emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)
1029633.87

Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)
31460.8

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)
21588.78

Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)
223516.48

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)
8341.31

Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)
27508.93

Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)
40012.9

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)
238790.34

Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)
1.32

Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)
15234745.64

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)
444769.91

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)
92687.08

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)
17393057.37

Total base year emissions covered by target in all selected Scopes (metric tons CO2e)
17393057.37

Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1
<Not Applicable>

Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2
<Not Applicable>

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)
100

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)
100

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)
100

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)

100

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)
100

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)
100

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)
100

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)
100

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)
100

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)
100

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)
100

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)
100

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)
100

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 (%)
15

Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]
14784098.7645

Scope 1 emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 2 emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)
958509.31

Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)
35837.39

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)
25738.39

Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)
266478.71

Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)
9944.6

Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)
32796.43

Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)
47703.8

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)
284688.37

Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)
1.58

Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)
14972914

Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)
530259.4

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)
110502.51

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)
17275374.47

Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)
17275374.47

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

% of target achieved relative to base year [auto-calculated]
4.51072315796473

Target status in reporting year
Underway

Please explain target coverage and identify any exclusions
All relevant categories based on scope 3 screening and subsequent calculations are included. Categories not relevant to our business (up and down-stream leased assets and franchises) are excluded.

Plan for achieving target, and progress made to the end of the reporting year
Dover has drafted a science-based target roadmap with priority actions to achieve scope 3 goals with input from top operating companies. We are working with working groups from all operating companies to integrate sustainability into product design and develop emission reduction projects. Since 2019, scope 3 emissions have been reduced 1%.

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?
Net-zero target(s)
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
2019

Target coverage
Business division

Target type: absolute or intensity
Absolute

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

Energy consumption or efficiency	Other, please specify (Percent of baseline)

Target denominator (intensity targets only)
<Not Applicable>

Base year
2019

Figure or percentage in base year
100

Target year
2030

Figure or percentage in target year
85

Figure or percentage in reporting year
86

% of target achieved relative to base year [auto-calculated]
93.3333333333333

Target status in reporting year
Underway

Is this target part of an emissions target?
Yes, this target supports Dover's broader scope 1 and 2 science-based targets

Is this target part of an overarching initiative?
No, it's not part of an overarching initiative

Please explain target coverage and identify any exclusions
Markem-Imaje has developed 2030 goals to reduce their environmental impact, including by reducing energy consumption 15% from a 2019 baseline by 2030. This goal applies to Markem-Imaje's operations.

Plan for achieving target, and progress made to the end of the reporting year
Markem-Imaje is driving progress toward reduced energy consumption through optimization actions and dedicated investments resulting in a 14% reduction to date.

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

C4.2c

(C4.2c) Provide details of your net-zero target(s).

Target reference number
NZ1

Target coverage
Business division

Absolute/intensity emission target(s) linked to this net-zero target
Abs1

Target year for achieving net zero
2030

Is this a science-based target?
No, but we are reporting another target that is science-based

Please explain target coverage and identify any exclusions
SWEP set a net zero goal in 2020 covering its Scope 1 and Scope 2 emissions.

Do you intend to neutralize any unabated emissions with permanent carbon removals at the target year?
Unsure

Planned milestones and/or near-term investments for neutralization at target year
<Not Applicable>

Planned actions to mitigate emissions beyond your value chain (optional)

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	15	303.7
To be implemented*	22	9003.5
Implementation commenced*	69	909.1
Implemented*	91	2095.42
Not to be implemented	10	150

C4.3b

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

Initiative category & Initiative type

Energy efficiency in production processes	Machine/equipment replacement

Estimated annual CO2e savings (metric tonnes CO2e)
340

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)
73987

Investment required (unit currency – as specified in C0.4)
608000

Payback period
4-10 years

Estimated lifetime of the initiative
21-30 years

Comment
Improved energy efficiency through gas catalytic oven, which also reduces VOC emissions due to conversion to powder paint

Initiative category & Initiative type

Energy efficiency in buildings	Insulation

Estimated annual CO2e savings (metric tonnes CO2e)
150

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)
30000

Investment required (unit currency – as specified in C0.4)
17000

Payback period
<1 year

Estimated lifetime of the initiative
11-15 years

Comment
Reduction in heating and cooling emissions through insulation

---

Initiative category & Initiative type

Low-carbon energy consumption	Solar PV

Estimated annual CO2e savings (metric tonnes CO2e)
62

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 2 (location-based)

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
33500

Investment required (unit currency – as specified in C0.4)
0

Payback period
<1 year

Estimated lifetime of the initiative
16-20 years

Comment
Installation of solar panels at facility; cost was assumed by installation company

---

Initiative category & Initiative type

Low-carbon energy consumption	Solar PV

Estimated annual CO2e savings (metric tonnes CO2e)
26

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 2 (location-based)

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
3380

Investment required (unit currency – as specified in C0.4)
16445

Payback period
4-10 years

Estimated lifetime of the initiative
6-10 years

Comment
Installation of solar photovoltaic power station at plant

Initiative category & Initiative type

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

Estimated annual CO2e savings (metric tonnes CO2e)
17

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)
3900

Investment required (unit currency – as specified in C0.4)
63000

Payback period
16-20 years

Estimated lifetime of the initiative
6-10 years

Comment
Reduction in heating and cooling emissions through upgrade of cooling system

Initiative category & Initiative type

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

Estimated annual CO2e savings (metric tonnes CO2e)
11

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)
2600

Investment required (unit currency – as specified in C0.4)
25000

Payback period
4-10 years

Estimated lifetime of the initiative
6-10 years

Comment
Reduction in electricity usage through upgrade to larger and more efficient brazed plate heat exchanger (BHPE)

Initiative category & Initiative type

Energy efficiency in production processes	Waste heat recovery

Estimated annual CO2e savings (metric tonnes CO2e)
11

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)
1227

Investment required (unit currency – as specified in C0.4)
1500

Payback period
1-3 years

Estimated lifetime of the initiative
11-15 years

Comment
Recovery of compressor heat for plant heating

Initiative category & Initiative type

Energy efficiency in production processes	Cooling technology

Estimated annual CO2e savings (metric tonnes CO2e)
5.5

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)
1300

Investment required (unit currency – as specified in C0.4)
1600

Payback period
1-3 years

Estimated lifetime of the initiative
6-10 years

Comment
Reduction in electricity usage through use of rapid cooling gas

C4.3c

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

Method	Comment
Employee engagement	Our employees are constantly motivated to identify energy savings initiatives. Since 2011, Dover has realized more than 900 Mwh in energy savings from low to no cost behavioral programs.
Financial optimization calculations	Individual operating companies have pursued projects with favorable return on investment.

C4.5

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

C4.5a

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

Level of aggregation
Product or service

Taxonomy used to classify product(s) or service(s) as low-carbon
Other, please specify (U.S. Environmental Protection Agency's (EPA's) GreenChill)

Type of product(s) or service(s)

Heating and cooling	Other, please specify (Natural refrigeration)

Description of product(s) or service(s)

Hillphoenix's Advanced Second Nature (SN) refrigeration system requires less refrigerant charge than standard refrigeration systems due to a smaller charge and lower leak rate. Methodology for estimating avoided emissions from Advanced Second Nature Systems is provided here. Assumptions include: # of units sold, typical direct expansion (DX) system requires charge size of 1100 lbs with an average leak rate of 0.2 (20% recharge annually), and SN system requires charge size of 600 with an average leak rate of 0.05 (5% recharge annually). Difference in emissions associated with typical DX and SN units multiplied by the # of units sold represents the avoided emissions. Hillphoenix has earned the U.S. Environmental Protection Agency's GreenChill 2019-2020 Store Certification Excellence recognition. This achievement recognizes the commercial refrigeration systems manufacturer that has installed more advanced refrigeration systems in GreenChill-certified stores than any other partnering manufacturer in the past year. From 2019 to 2020, Hillphoenix systems were installed in 433 stores, over 84% of the GreenChill certified stores. This is Hillphoenix's 9th successive GreenChill recognition since the category was created. Hillphoenix's SN Advansor CO2 Booster Systems have been installed in over 500 stores in 5 years. They use carbon dioxide-based refrigerant with a global-warming potential rating of 1 instead of a hydrofluorocarbon-based refrigerant with a GWP rating of 3985.

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

Methodology used to calculate avoided emissions
Other, please specify (GWP Potential)

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

Functional unit used
A pound of refrigerant replaced

Reference product/service or baseline scenario used
A hydrofluorocarbon-based refrigerant with a GWP rating of 3,985 per pound.

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

Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario
3985

Explain your calculation of avoided emissions, including any assumptions
Hillphoenix's line of alternative refrigeration systems use carbon dioxide-based refrigerant with a global-warming potential (GWP) rating of 1. By comparison, a hydrofluorocarbon-based refrigerant can have a GWP rating as high as 3,985 per pound. Therefore, for each pound of refrigerant replaced with a carbon-dioxide based refrigerant, the customer saves up to 3,985 metric tons CO2e.

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

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)
47075

Comment
Dover's 2030 greenhouse gas goals were approved by the Science-Based Targets initiative (SBTi) in 2021 for Scope 1, 2, and 3 emissions. Our base year for the targets is 2019.

Scope 2 (location-based)

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
109884

Comment
Dover's 2030 greenhouse gas goals were approved by the Science-Based Targets initiative (SBTi) in 2021 for Scope 1, 2, and 3 emissions. Our base year for the targets is 2019.

Scope 2 (market-based)

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
109884

Comment
In accordance with the Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition), Scope 2 guidance, in the absence of market-based emissions in the base year, location-based emissions can be used as a proxy.

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)
1029634

Comment
Dover's 2030 greenhouse gas goals were approved by the Science-Based Targets initiative (SBTi) in 2021 for Scope 1, 2, and 3 emissions. Our base year for the targets is 2019.

Scope 3 category 2: Capital goods

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
31461

Comment
Dover's 2030 greenhouse gas goals were approved by the Science-Based Targets initiative (SBTi) in 2021 for Scope 1, 2, and 3 emissions. Our base year for the targets is 2019.

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

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
21589

Comment
Dover's 2030 greenhouse gas goals were approved by the Science-Based Targets initiative (SBTi) in 2021 for Scope 1, 2, and 3 emissions. Our base year for the targets is 2019.

Scope 3 category 4: Upstream transportation and distribution

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
223516

Comment
Dover's 2030 greenhouse gas goals were approved by the Science-Based Targets initiative (SBTi) in 2021 for Scope 1, 2, and 3 emissions. Our base year for the targets is 2019.

Scope 3 category 5: Waste generated in operations

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
8341

Comment
Dover's 2030 greenhouse gas goals were approved by the Science-Based Targets initiative (SBTi) in 2021 for Scope 1, 2, and 3 emissions. Our base year for the targets is 2019.

Scope 3 category 6: Business travel

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
27509

Comment
Dover's 2030 greenhouse gas goals were approved by the Science-Based Targets initiative (SBTi) in 2021 for Scope 1, 2, and 3 emissions. Our base year for the targets is 2019.

Scope 3 category 7: Employee commuting

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
40013

Comment
Dover's 2030 greenhouse gas goals were approved by the Science-Based Targets initiative (SBTi) in 2021 for Scope 1, 2, and 3 emissions. Our base year for the targets is 2019.

Scope 3 category 8: Upstream leased assets

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)

Comment
Not applicable to Dover

Scope 3 category 9: Downstream transportation and distribution

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
238790

Comment
Dover's 2030 greenhouse gas goals were approved by the Science-Based Targets initiative (SBTi) in 2021 for Scope 1, 2, and 3 emissions. Our base year for the targets is 2019.

Scope 3 category 10: Processing of sold products

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
1.3

Comment
Dover's 2030 greenhouse gas goals were approved by the Science-Based Targets initiative (SBTi) in 2021 for Scope 1, 2, and 3 emissions. Our base year for the targets is 2019.

Scope 3 category 11: Use of sold products

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
15234746

Comment
Dover's 2030 greenhouse gas goals were approved by the Science-Based Targets initiative (SBTi) in 2021 for Scope 1, 2, and 3 emissions. Our base year for the targets is 2019.

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

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
444770

Comment
Dover's 2030 greenhouse gas goals were approved by the Science-Based Targets initiative (SBTi) in 2021 for Scope 1, 2, and 3 emissions. Our base year for the targets is 2019.

Scope 3 category 13: Downstream leased assets

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)

Comment
Not applicable to Dover.

Scope 3 category 14: Franchises

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)

Comment
Not applicable to Dover.

Scope 3 category 15: Investments

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)
92687

Comment
Dover's 2030 greenhouse gas goals were approved by the Science-Based Targets initiative (SBTi) in 2021 for Scope 1, 2, and 3 emissions. Our base year for the targets is 2019.

Scope 3: Other (upstream)

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)

Comment
Not applicable to Dover.

Scope 3: Other (downstream)

Base year start
January 1 2019

Base year end
December 31 2019

Base year emissions (metric tons CO2e)

Comment
Not applicable to Dover.

C5.3

(C5.3) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.
The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

C6. Emissions data

C6.1

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

Reporting year

Gross global Scope 1 emissions (metric tons CO2e)
50043.69

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

Comment

C6.3

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

Reporting year

Scope 2, location-based
99035.61

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

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, calculated

Emissions in reporting year (metric tons CO2e)
958509.31

Emissions calculation methodology
Spend-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
Dover used 2022 supplier spend data from internal data systems, bills of materials, and purchasing records to calculate emissions from purchased goods and services using the spend-based method.

Capital goods

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
35837.39

Emissions calculation methodology
Spend-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
Dover used 2022 supplier spend data from internal data systems, bills of materials, and purchasing records to calculate emissions from capital goods using the spend-based method.

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

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
25738.38

Emissions calculation methodology
Supplier-specific method

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

Please explain
Upstream emissions for purchased fuels and electricity are calculated for extraction and T&D losses using the data collected for Scope 1 and 2 emissions: the quantity of fuel consumed and energy purchased is multiplied by the upstream energy and T&D loss emission factors. The emission factor for purchased fuel is based on LCA software. The emission factor for upstream emissions of purchased electricity is based on LCA for the United States and based on the UK DEFRA Guidelines for other countries. The transmission and distribution emission factors are location-based and taken from the EPA's eGRID database for the United States and based on UK DEFRA Guidelines for other countries. GWPs are IPCC Fourth Assessment Report (AR4). Note: This category was calculated for the 2019 calendar year and estimated in subsequent years based on changes in revenue.

Upstream transportation and distribution

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
266478.71

Emissions calculation methodology
Spend-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
Emissions from upstream transportation and distribution are calculated based on Dover's spend by category. Environmentally-Extended Input-Output (EEIO) commodity-based emission factors from the U.S. EPA are applied based on spend category (source: U.S. EPA Office of Research and Development, Supply Chain GHG Emission Factors for US Industries and Commodities). GWPs are IPCC Fourth Assessment Report (AR4). Note: This category was calculated for the 2019 calendar year and estimated in subsequent years based on changes in revenue.

Waste generated in operations

Evaluation status
Not relevant, calculated

Emissions in reporting year (metric tons CO2e)
9944.6

Emissions calculation methodology
Spend-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
Emissions from waste generated in operations are calculated based on Dover's spend by category. Environmentally-Extended Input-Output (EEIO) commodity-based emission factors from the U.S. EPA are applied based on spend category (source: U.S. EPA Office of Research and Development, Supply Chain GHG Emission Factors for US Industries and Commodities). GWPs are IPCC Fourth Assessment Report (AR4). Note: This category was calculated for the 2019 calendar year and estimated in subsequent years based on changes in revenue.

Business travel

Evaluation status
Not relevant, calculated

Emissions in reporting year (metric tons CO2e)
32796.43

Emissions calculation methodology
Supplier-specific method
Distance-based method

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

Please explain
Emissions associated with Dover employee business travel includes hotel stays, vehicle rentals, rail travel and air travel. Activity data were provided by Dover's travel provider. Emissions were calculated using emission factors and methodologies from the Guidelines to Defra / DECC's GHG Conversion Factors for Company Reporting, EPA Emission Factors for Greenhouse Gas Inventories, Climate Leaders Mobile Source Guidance, and Climate Leaders Business Travel and Commuting Guidance. For Air Travel, emissions were calculated using a breakdown of total mileage by distance (i.e. short, medium and long-haul) and a corresponding Defra emission factor was applied per passenger-mile. No information was available to discern between cabin classes (i.e. business vs. economy). For hotel stays, emissions were calculated using a breakdown of total night stays at hotels by category and location. A corresponding emission factor was applied. Emission factors were applied at the Spend Category 3 level for both the EEIO Summary Commodity and the Detailed Commodity (where applicable). GWPs are IPCC Fourth Assessment Report (AR4). Note: This category was calculated for the 2019 calendar year and estimated in subsequent years based on changes in revenue.

Employee commuting

Evaluation status
Not relevant, calculated

Emissions in reporting year (metric tons CO2e)
47703.8

Emissions calculation methodology
Average data method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
Emissions were calculated using total staff headcount data by location. An average emission factor for commuting using a kg CO2e / per employee per-year basis was then applied. This average emission factor is based on a large, national US-based commuter study (using US Department of Transportation data (USDOT 2014), in conjunction with ecoinvent 2.2 datasets for various transportation modes in conjunction with GWP impact assessment (SCLCI 2010, IPCC 2007), as well as some assumptions about commuting and work schedules). Note: This category was calculated for the 2019 calendar year and estimated in subsequent years based on changes in revenue.

Upstream leased assets

Evaluation status
Not relevant, explanation provided

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

Emissions calculation methodology
<Not Applicable>

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

Please explain
Using the operational control approach, Dover determined that all spaces leased from other entities are within our operational control. As such, emissions from these sources are included in our Scope 1 and 2 emissions.

Downstream transportation and distribution

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
284688.37

Emissions calculation methodology
Distance-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
Where available, Dover provided total average weight of all products sold. Mode of freight systems used for the downstream transportation and distribution of these products was estimated using factors from the Freight Analysis Framework Data Tabulation Tool (FAF4). Total ton-miles are then calculated by multiplying the average shipment distance by the total weight shipped. Emission factors for downstream transportation and distribution were applied to ton-miles to calculate GHG emissions (source: U.S. EPA Emission Factor Hub). GWPs are IPCC Fourth Assessment Report (AR4). Note: This category was calculated for the 2019 calendar year and estimated in subsequent years based on changes in revenue.

Processing of sold products

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
1.58

Emissions calculation methodology
Spend-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
For the processing of Dover's sold products, product sales data were collected for all intermediate goods that require further processing. Average electricity used per product processed was estimated based on a representative pick and place machine. Electricity use for processing was multiplied by products sold, and appropriate grid emission factors were applied (source: U.S. EPA eGRID2018 US Average emission factors). GWPs are IPCC Fourth Assessment Report (AR4). Note: This category was calculated for the 2019 calendar year and estimated in subsequent years based on changes in revenue.

Use of sold products

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
14972914

Emissions calculation methodology
Spend-based method
Methodology for direct use phase emissions, please specify ((GHG Protocol Product Accounting & Reporting Standard))

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
To calculate use-phase emissions, data was collected for total products sold by each Dover entity, along with either daily or annual average energy consumption per unit, and average useful product lifespan. For operating companies with unavailable data, emissions were scaled up and estimated based on proportional revenue of each operating company that has products with use-phase emissions Once total energy consumption was calculated for each product across its useful lifespan, emissions were calculated by multiplying the total unit of energy consumption by the appropriate emission factor based on energy type. For electricity, grid emission factor relative to the regions that reflect Dover's global sales breakdown. GWPs are IPCC Fourth Assessment Report (AR4).

End of life treatment of sold products

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
530259.4

Emissions calculation methodology
Spend-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
Emissions associated with the end-of-life treatment and disposal of sold products relies on assumptions surrounding the landfill diversion rates after the product reaches the end of its useful life. Diversion rates were estimated by gathering data from Operating Companies to determine the percent of each product which went to landfills, were recycled, composted, or incinerated. We calculate emissions from these disposed products using methodologies and emission factors from the EPA's Waste Reduction Model (WARM). This model calculates emissions based on a life cycle analysis, including emissions from the long-term decomposition of waste in a landfill or from upstream sources/sinks. GWPs are IPCC Fourth Assessment Report (AR4). Note: This category was calculated for the 2019 calendar year and estimated in subsequent years based on changes in revenue.

Downstream leased assets

Evaluation status
Not relevant, explanation provided

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

Emissions calculation methodology
<Not Applicable>

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

Please explain
Dover does not lease space to other entities.

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
Dover does not have any franchises.

Investments

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
110502.51

Emissions calculation methodology
Spend-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
Dover's investment emissions include companies where Dover's investment represents greater than 1% of total company equity. Emissions are estimated based on Dover's ownership stake, the industry of each investee company, and a corresponding EEIO commodity emission factor (tCO2e / $USD). Environmentally-Extended Input-Output (EEIO) commodity-based emission factors from the U.S. EPA are applied based on spend category (source: U.S. EPA Office of Research and Development, Supply Chain GHG Emission Factors for US Industries and Commodities). GWPs are IPCC Fourth Assessment Report (AR4). Note: This category was calculated for the 2019 calendar year and estimated in subsequent years based on changes in revenue.

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

C-CG6.6

(C-CG6.6) Does your organization assess the life cycle emissions of any of its products or services?

	Assessment of life cycle emissions	Comment
Row 1	Yes	Use phase emissions are calculated for at least a representative selection of products/services using GHG protocol (Scope 3 calculation).

C-CG6.6a

(C-CG6.6a) Provide details of how your organization assesses the life cycle emissions of its products or services.

	Products/services assessed	Life cycle stage(s) most commonly covered	Methodologies/standards/tools applied	Comment
Row 1	Representative selection of products/services	Use stage	GHG Protocol Product Accounting & Reporting Standard	Use phase emissions are calculated for at least a representative selection of products/services using GHG protocol (Scope 3 calculation).

C6.7

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

C6.10

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

Intensity figure
0.0000175

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
149079.3

Metric denominator
unit total revenue

Metric denominator: Unit total
8508088000

Scope 2 figure used
Location-based

% change from previous year
2.02

Direction of change
Increased

Reason(s) for change
Change in revenue
Change in methodology

Please explain
Combined scope 1 and 2 emissions increased by ~10% compared to the previous reporting year. We attribute this primarily to additional data gathering to increase the completeness of site-by-site data through better data collection as well as increased estimation of sites with missing data. Many segments also experienced revenue growth as operations continue to rebound from the decline experienced during the global COVID-19 pandemic. Dover is currently considering a full rebaseline of 2019 data to adjust for updated methodologies used in 2022 but is unable to report rebaselined data at this time.

C7. Emissions breakdowns

C7.1

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

C7.1a

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

Greenhouse gas	Scope 1 emissions (metric tons of CO2e)	GWP Reference
CO2	47740.94	IPCC Fifth Assessment Report (AR5 – 100 year)
CH4	463.92	IPCC Fifth Assessment Report (AR5 – 100 year)
N2O	1838.83	IPCC Fifth Assessment Report (AR5 – 100 year)

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)
Argentina	55
Australia	
Belgium	593
Brazil	19
Canada	620
China	1353
Czechia	15
Denmark	
Dominican Republic	
France	2770
Germany	4054
India	16
Italy	6332
Malaysia	
Mexico	
Netherlands	496
Poland	213
Singapore	9
Slovakia	331
Sweden	243
Switzerland	339
Thailand	
United Kingdom of Great Britain and Northern Ireland	1788
United States of America	29415
Japan	
Russian Federation	182
Spain	912
Austria	61
Finland	15
Portugal	167
Turkey	46

C7.3

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

By business division
By activity

C7.3a

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

Business division	Scope 1 emissions (metric ton CO2e)
Engineered Products	14935.87
Clean Energy & Fueling	4964.47
Imaging & Identification	8801.03
Pumps & Process Solutions	9239.56
Climate & Sustainability Technologies	12102.76

C7.3c

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

Activity	Scope 1 emissions (metric tons CO2e)
Stationary Combustion	38205.66
Mobile sources	11009.97
Refrigerants	828.07

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)
Argentina	262.89	262.89
Australia	190.25	190.25
Belgium	77.87	77.87
Brazil	124.74	124.74
Canada	157.46	157.46
China	14354.16	14354.16
Denmark	317	317
Dominican Republic	122.05	122.05
France	244.66	244.66
Germany	3526.33	3526.33
India	531.75	531.75
Italy	4951.57	4951.57
Malaysia	2867.63	2867.63
Mexico	7.68	7.68
Netherlands	122.47	122.47
Singapore	29.55	29.55
Slovakia		
Sweden	101.53	101.53
Switzerland	38.37	38.37
Thailand	10.47	10.47
United Kingdom of Great Britain and Northern Ireland	1016.54	1016.54
United States of America	69882.16	69882.16
Poland	94.65	94.65
Spain	3.25	3.25

C7.6

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

By business division
By activity

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)
Corporate	254.54	254.54
Engineered Products	30623.54	30623.54
Clean Energy & Fueling	14896.03	14896.03
Imaging & Identification	4889.24	4889.24
Pumps & Process Solutions	18753.37	18753.37
Climate & Sustainability Technologies	29618.9	29618.9

C7.6c

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

Activity	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Purchased Energy	99035.03	99035.03

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.

C7.9

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

Increased

C7.9a

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

	Change in emissions (metric tons CO2e)	Direction of change in emissions	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	1324	Decreased	1	Estimate of emissions avoided from ~6,000 MWH more renewable energy consumption in 2022 vs. 2021 multiplied by EU electricity emissions factor as the majority of Dover renewable energy comes from the EU.
Other emissions reduction activities	2095.42	Decreased	1.5	Estimate of emissions reduced through implemented efficiency projects.
Divestment		<Not Applicable>		
Acquisitions		<Not Applicable>		
Mergers		<Not Applicable>		
Change in output	10322.29	Increased	7.6	Estimate of emissions increase due to additional output as many segments experienced growth as operations continue to rebound from the decline experienced during the global COVID-19 pandemic. Calculated based on ~8% increase in revenue from 2021 to 2022.
Change in methodology		<Not Applicable>		
Change in boundary		<Not Applicable>		
Change in physical operating conditions		<Not Applicable>		
Unidentified		<Not Applicable>		
Other	6372	Increased	4.7	We attribute this primarily to additional data gathering to increase the completeness of site-by-site data through better data collection as well as increased estimation of sites with missing data as well as some small acquisitions that have not been fully quantified. Dover is currently considering a full rebaseline of 2019 data to adjust for updated methodologies used in 2022 but is unable to report rebaselined data at this time.

C7.9b

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

Location-based

C-CG7.10

(C-CG7.10) How do your total Scope 3 emissions for the reporting year compare to those of the previous reporting year?

Increased

C-CG7.10a

(C-CG7.10a) For each Scope 3 category calculated in C6.5, specify how your emissions compare to the previous year and identify the reason for any change.

Purchased goods and services

Direction of change
Decreased

Primary reason for change
Change in methodology

Change in emissions in this category (metric tons CO2e)
182318.26

% change in emissions in this category
16

Please explain
In 2022, Category 1 data was calculated whereas in the previous year the data had been estimated based on an initial 2019 Category 1 calculation and changes in revenue.

Capital goods

Direction of change
Increased

Primary reason for change
Change in output

Change in emissions in this category (metric tons CO2e)
979.03

% change in emissions in this category
2.8

Please explain
Dover output increased from 2021 to 2022 as many segments experienced growth as operations continued to rebound from the decline experienced during the global COVID-19 pandemic.

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

Direction of change
Increased

Primary reason for change
Change in output

Change in emissions in this category (metric tons CO2e)
1818.15

% change in emissions in this category
7.6

Please explain
Dover output increased from 2021 to 2022 as many segments experienced growth as operations continued to rebound from the decline experienced during the global COVID-19 pandemic. Note: This category was calculated for the 2019 calendar year and estimated in subsequent years based on changes in revenue.

Upstream transportation and distribution

Direction of change
Increased

Primary reason for change
Change in output

Change in emissions in this category (metric tons CO2e)
18823.92

% change in emissions in this category
7.6

Please explain
Dover output increased from 2021 to 2022 as many segments experienced growth as operations continued to rebound from the decline experienced during the global COVID-19 pandemic. Note: This category was calculated for the 2019 calendar year and estimated in subsequent years based on changes in revenue.

Waste generated in operations

Direction of change
Increased

Primary reason for change
Change in output

Change in emissions in this category (metric tons CO2e)
702.48

% change in emissions in this category
7.6

Please explain
Dover output increased from 2021 to 2022 as many segments experienced growth as operations continued to rebound from the decline experienced during the global COVID-19 pandemic. Note: This category was calculated for the 2019 calendar year and estimated in subsequent years based on changes in revenue.

Business travel

Direction of change
Increased

Primary reason for change
Change in output

Change in emissions in this category (metric tons CO2e)
2316.72

% change in emissions in this category
7.6

Please explain
Dover output increased from 2021 to 2022 as many segments experienced growth as operations continued to rebound from the decline experienced during the global COVID-19 pandemic. Note: This category was calculated for the 2019 calendar year and estimated in subsequent years based on changes in revenue.

Employee commuting

Direction of change
Increased

Primary reason for change
Change in output

Change in emissions in this category (metric tons CO2e)
3369.77

% change in emissions in this category
7.6

Please explain
Dover output increased from 2021 to 2022 as many segments experienced growth as operations continued to rebound from the decline experienced during the global COVID-19 pandemic. Note: This category was calculated for the 2019 calendar year and estimated in subsequent years based on changes in revenue.

Downstream transportation and distribution

Direction of change
Increased

Primary reason for change
Change in output

Change in emissions in this category (metric tons CO2e)
20110.24

% change in emissions in this category
7.6

Please explain
Dover output increased from 2021 to 2022 as many segments experienced growth as operations continued to rebound from the decline experienced during the global COVID-19 pandemic. Note: This category was calculated for the 2019 calendar year and estimated in subsequent years based on changes in revenue.

Processing of sold products

Direction of change
Increased

Primary reason for change
Change in output

Change in emissions in this category (metric tons CO2e)
0.11

% change in emissions in this category
7.6

Please explain
Dover output increased from 2021 to 2022 as many segments experienced growth as operations continued to rebound from the decline experienced during the global COVID-19 pandemic. Note: This category was calculated for the 2019 calendar year and estimated in subsequent years based on changes in revenue.

Use of sold products

Direction of change
Increased

Primary reason for change
Change in output

Change in emissions in this category (metric tons CO2e)
1155110.87

% change in emissions in this category
8.4

Please explain
Dover output increased from 2021 to 2022 as many segments experienced growth as operations continued to rebound from the decline experienced during the global COVID-19 pandemic.

End-of-life treatment of sold products

Direction of change
Increased

Primary reason for change
Change in output

Change in emissions in this category (metric tons CO2e)
37457.25

% change in emissions in this category
7.6

Please explain
Dover output increased from 2021 to 2022 as many segments experienced growth as operations continued to rebound from the decline experienced during the global COVID-19 pandemic. Note: This category was calculated for the 2019 calendar year and estimated in subsequent years based on changes in revenue.

Investments

Direction of change
Increased

Primary reason for change
Change in output

Change in emissions in this category (metric tons CO2e)
7805.84

% change in emissions in this category
7.6

Please explain
Dover output increased from 2021 to 2022 as many segments experienced growth as operations continued to rebound from the decline experienced during the global COVID-19 pandemic. Note: This category was calculated for the 2019 calendar year and estimated in subsequent years based on changes in revenue.

C8. Energy

C8.1

(C8.1) What percentage of your total operational spend in the reporting year was on energy?
More than 0% but less than or equal to 5%

C8.2

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

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

C8.2a

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

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	HHV (higher heating value)		196683	196683
Consumption of purchased or acquired electricity	<Not Applicable>	36647	262840	299487
Consumption of purchased or acquired heat	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired steam	<Not Applicable>		371	371
Consumption of purchased or acquired cooling	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Total energy consumption	<Not Applicable>	36647	459894	496541

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
Please select

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

Other biomass

Heating value

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

Other renewable fuels (e.g. renewable hydrogen)

Heating value

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

Coal

Heating value

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

Oil

Heating value
HHV

Total fuel MWh consumed by the organization
717

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
Diesel and fuel oil

Gas

Heating value
HHV

Total fuel MWh consumed by the organization
181627

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

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

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

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

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
Natural gas and propane

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

Heating value
HHV

Total fuel MWh consumed by the organization
14340

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
Compressed natural gas at STP

Total fuel

Heating value
HHV

Total fuel MWh consumed by the organization
196683

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

C8.2g

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

Country/area
Argentina

Consumption of purchased electricity (MWh)
961

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
Australia

Consumption of purchased electricity (MWh)
279

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
Belgium

Consumption of purchased electricity (MWh)
472

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
Brazil

Consumption of purchased electricity (MWh)
1336

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
Canada

Consumption of purchased electricity (MWh)
1312

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
China

Consumption of purchased electricity (MWh)
23248

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
Denmark

Consumption of purchased electricity (MWh)
3356

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
Dominican Republic

Consumption of purchased electricity (MWh)
244

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
France

Consumption of purchased electricity (MWh)
5138

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
Germany

Consumption of purchased electricity (MWh)
11304

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
India

Consumption of purchased electricity (MWh)
927

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
Italy

Consumption of purchased electricity (MWh)
18653

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
Malaysia

Consumption of purchased electricity (MWh)
4388

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
Mexico

Consumption of purchased electricity (MWh)
19

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
Netherlands

Consumption of purchased electricity (MWh)
404

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
Poland

Consumption of purchased electricity (MWh)
145

Consumption of self-generated electricity (MWh)

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

Consumption of purchased heat, steam, and cooling (MWh)
18

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
Spain

Consumption of purchased electricity (MWh)
21

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
Singapore

Consumption of purchased electricity (MWh)
77

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
Slovakia

Consumption of purchased electricity (MWh)
15132

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
Sweden

Consumption of purchased electricity (MWh)
18918

Consumption of self-generated electricity (MWh)

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

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

Consumption of self-generated heat, steam, and cooling (MWh)
352

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
Switzerland

Consumption of purchased electricity (MWh)
1547

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
Thailand

Consumption of purchased electricity (MWh)
22

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
United Kingdom of Great Britain and Northern Ireland

Consumption of purchased electricity (MWh)
5206

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

Country/area
United States of America

Consumption of purchased electricity (MWh)
186377

Consumption of self-generated electricity (MWh)

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

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

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

Total non-fuel energy consumption (MWh) [Auto-calculated]
<Calculated field>

C-CG8.5

(C-CG8.5) Does your organization measure the efficiency of any of its products or services?

	Measurement of product/service efficiency	Comment
Row 1	Yes	Dover operating companies innovate for sustainability by developing products that are designed to help our customers meet their sustainability goals, run their operations more efficiently, and satisfy evolving regulatory and environmental standards. Efficiency is core to many product offerings and is measured in different ways throughout Dover's large portfolio of product offerings. Many Dover operating companies include evaluating efficiency (of energy, water, or carbon) as a key decision point in their new product development process. No single efficiency metric is relevant across the portfolio but some efficiency measures are reported below.

C-CG8.5a

(C-CG8.5a) Provide details of the metrics used to measure the efficiency of your organization's products or services.

Category of product or service
Heating & cooling systems

Product or service (optional)
Hypertwain

% of revenue from this product or service in the reporting year

Efficiency figure in the reporting year
26.3

Metric numerator
megawatt hour (MWh)

Metric denominator
Other, please specify (year)

Comment
SWEP's innovative Hypertwain technology provides an estimated 5% efficiency improvement for cooling, and 15% efficiency improvement for heating, as compared to a standard brazed plate heat exchanger (BHPE). Assuming 100 kW installed compressor power, 30% average annualized load, and a 50/50 split between cooling and heating, the estimated efficiency savings are 26.3 MWh/year. Hypertwain operates more efficiently than standard technology due to its combination of an integrated suction gas heat exchanger and evaporator. This innovative heat transfer mechanism enables superior thermal efficiency during both heating and cooling.

Category of product or service
Industrial machinery

Product or service (optional)
EvoClean

% of revenue from this product or service in the reporting year

Efficiency figure in the reporting year
95

Metric numerator
%

Metric denominator
Not applicable

Comment
The innovative EvoClean dispenser is the world's first venturi-based, water-powered dispenser for on-premise laundry applications. The solenoids in the EvoClean that control the flow of water into the machine consume significantly less energy than traditional peristaltic or diaphragm laundry pumps, which are powered by AC or DC power. EvoClean uses 85% less energy than traditional peristaltic laundry dispensers, and 95% less energy than traditional diaphragm laundry dispensers. Compared to a peristaltic pump, the EvoClean system saves 38 kWh per year, or 776.5 over the typical 5-year operating time of a machine.

C9. Additional metrics

C9.1

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

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

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

	Investment in low-carbon R&D	Comment
Row 1	Yes	Over the past several years, we have accelerated our efforts and processes around innovation, focusing on technologies that create tangible value for our customers. In 2022, R&D spend, including qualifying engineering costs, represented 1.9% of our annual revenue, which has been similar to our R&D spend since 2018 (+/- 0.1%) and a significant increase since 2014. We have been increasing our R&D spend partly in response to customer needs for more efficient, safer, and sustainable products. Ultimately, we view R&D as critical to maintaining the long-term growth and competitiveness of our offerings in the marketplace in a world with an ever-increasing demand for more sustainable solutions. As an example of our investment, SWEP is creating a new R&D center that will house an enlarged and upgraded innovation lab and enhanced testing capabilities focused on developing more low-carbon and energy-efficient heat transfer solutions to our customers. In 2022, Dover Precision Components also announced the official opening of its Innovation Lab in Houston, Texas. The lab was built to centralize test rigs for fluid film bearings and compression products. Dover Precision Components' research and product development teams are focused on developing innovative new products and technologies that support a more sustainable future, including the upcoming installation of a hydrogen testing facility for performance materials that enable the transition to hydrogen power.

C-CG9.6a

(C-CG9.6a) Provide details of your organization's investments in low-carbon R&D for capital goods products and services over the last three years.

Technology area
Hydrogen power

Stage of development in the reporting year
Applied research and development

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

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

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

Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan
In 2022, Dover Precision Components announced the official opening of its Innovation Lab in Houston, Texas. The lab was built to centralize test rigs for fluid film bearings and compression products. Dover Precision Components' research and product development teams are focused on developing innovative new products and technologies that support a more sustainable future, including the upcoming installation of a hydrogen testing facility for performance materials that enable the transition to hydrogen power.

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
Moderate assurance

Attach the statement
Dover Corporation_Asurance Statement_2023.pdf

Page/ section reference
Page 1

Relevant standard
AA1000AS

Proportion of reported emissions verified (%)
43

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
Moderate assurance

Attach the statement
Dover Corporation_Asurance Statement_2023.pdf

Page/ section reference
Page 1

Relevant standard
AA1000AS

Proportion of reported emissions verified (%)
67

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: Use of sold products

Verification or assurance cycle in place
Annual process

Status in the current reporting year
Complete

Type of verification or assurance
Moderate assurance

Attach the statement
Dover Corporation_Asurance Statement_2023.pdf

Page/section reference
Page 1

Relevant standard
AA1000AS

Proportion of reported emissions verified (%)
100

C10.2

(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?
No, we do not verify any other climate-related information reported in our CDP disclosure

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

C12.1a

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

Type of engagement

Other, please specify (Compliance & onboarding)

Details of engagement

Other, please specify (Code of Conduct)

% of suppliers by number

100

% total procurement spend (direct and indirect)

100

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

100

Rationale for the coverage of your engagement

Dover's Supplier Code of Conduct requires all suppliers to comply with all applicable environmental laws, regulations, and standards and minimize any adverse impact on the environment. In addition, Dover's suppliers must also endeavor to conserve natural resources and energy and reduce or eliminate waste and the use of hazardous substances. Dover expects suppliers to support its environmental reporting by promptly responding to Dover's information requests regarding sustainability commitments and progress. "Suppliers" means any company, corporation, or other entity or person that sells, or seeks to sell, goods or services to Dover, including the supplier's employees, other workers, representatives, agents, subcontractors, and other sub-tier sources. Dover requires its suppliers to read, understand, and follow the Supplier Code of Conduct to ensure compliance with the Code. Suppliers are required to cooperate with inspections, audits, and investigations by Dover or its authorized agents. Prior to engaging in business or during an existing business relationship, Dover may conduct diligence on its suppliers and their owners and key personnel to assess Compliance with the Supplier Code of Conduct and address Dover's business needs. Impact of engagement, including measures of success Dover's due diligence activities confirm compliance with the Supplier Code of Conduct.

Impact of engagement, including measures of success

Dover requires its suppliers to read, understand, and follow the Supplier Code of Conduct to ensure compliance with the Code. Suppliers are required to cooperate with inspections, audits, and investigations by Dover or its authorized agents.

Comment

C12.1b

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

Type of engagement & Details of engagement

Education/information sharing	Share information about your products and relevant certification schemes (i.e. Energy STAR)

% of customers by number
20

% of customer - related Scope 3 emissions as reported in C6.5
20

Please explain the rationale for selecting this group of customers and scope of engagement
While many Dover products enhance our customers climate change performance and strategy, the products in our Climate & Sustainability Technologies Segment have some of the most significant energy and carbon efficiency properties. Dover's product and sales teams engage with customers in this segment regarding product features and relevant certification schemes. The Climate & Sustainability Technologies Segment represents 20% of Dover's revenue in 2022, therefore we are estimating 20% of customers for engagement and 20% of Scope 3 emissions. This estimate is likely low since it does not account for engagement strategies in Dover's other segments for energy and carbon efficient products. For example, our Dover Fueling Solutions business also collaborates closely with customers and derives revenue from climate-related product innovation. Dover's companies also display sustainability certifications, eco-labels, and information about sustainable production processes on product labels and packaging to help its customers make informed buying choices. Finally, Dover's corporate center communicates its sustainability strategy through various online platforms, such as its website and annual sustainability reporting.

Impact of engagement, including measures of success
Dover measures success of customer engagement through sales of its products. The Refrigeration and Food Equipment Segment represents 20% of Dover's revenue in 2022.

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
Complying with regulatory requirements

Description of this climate related requirement
Dover's Supplier Code of Conduct requires all suppliers to comply with all applicable environmental laws, regulations, and standards and minimize any adverse impact on the environment. In addition, Dover's suppliers must also endeavor to conserve natural resources and energy and reduce or eliminate waste and the use of hazardous substances. "Suppliers" means any company, corporation, or other entity or person that sells, or seeks to sell, goods or services to Dover, including the supplier's employees, other workers, representatives, agents, subcontractors, and other sub-tier sources. Dover requires its suppliers to read, understand, and follow the Supplier Code of Conduct to ensure compliance with the Code. Suppliers are required to cooperate with inspections, audits, and investigations by Dover or its authorized agents. Prior to engaging in business or during an existing business relationship, Dover may conduct diligence on its suppliers and their owners and key personnel to assess Compliance with the Supplier Code of Conduct and address Dover's business needs.

% suppliers by procurement spend that have to comply with this climate-related requirement
100

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

Mechanisms for monitoring compliance with this climate-related requirement
Supplier self-assessment

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

C12.3

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

Row 1

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

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

Attach commitment or position statement(s)
<Not Applicable>

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
Through Sustainability Steering Committee (SSC) and senior management engagement with leadership across our segments and geographies, we ensure awareness and alignment with Dover's overall climate change strategy.

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

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

C12.3b

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

Trade association
National Association of Manufacturers

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

Has your organization attempted to influence their position in the reporting year?
No, we did not attempt to influence their position

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

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?
Please select

C12.4

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

Publication
In mainstream reports

Status
Complete

Attach the document
Dover-ESG-Highlights-2022.pdf

Page/Section reference
All pages

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

Comment
Dover's sustainability report is a web-based report with disclosures on 18 material sustainability topics found here: https://www.dovercorporation.com/sustainability/
The Sustainability overview webpage (https://www.dovercorporation.com/sustainability/overview) contains high level information on progress against GHG goals. The Energy and emissions webpage (https://www.dovercorporation.com/sustainability/environmental/energy-and-emissions) and 2022 Sustainability Highlights document (https://www.dovercorporation.com/docs/libraries/esg/2022-sustainability-highlights.pdf) both include detailed information on GHG emissions and performance against goals. Both the GRI Index (https://www.dovercorporation.com/sustainability/gri-index) and SASB Index (https://www.dovercorporation.com/sustainability/sasb-index) contain energy and GHG data disclosures.

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	Other, please specify (Science Based Targets initiative (SBTi))	Dover submitted and has approved science-based targets for scope 1, 2, and 3 emissions through engagement with the Science Based Targets Initiative (SBTi)

C15. Biodiversity

C15.1

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

	Board-level oversight and/or executive management-level responsibility for biodiversity-related issues	Description of oversight and objectives relating to biodiversity	Scope of board-level oversight
Row 1	Yes, board-level oversight	The Board oversight and Sustainability Steering Committee's responsibility spans a wide array of ESG issues, including those related to climate change, health and safety, diversity and inclusion, ethics and compliance, and long-term environmental protection. This includes biodiversity-related issues as they pertain to climate change and other ESG issues. Biodiversity did not arise as a material topic in Dover's 2020 ESG materiality assessment but Dover plans to conduct another ESG materiality assessment in 2023 and will report on biodiversity issues if it becomes a material topic.	<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, and we do not 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 and we don't 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 and we don't 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, and we do not plan to undertake any biodiversity-related actions	<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	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.

Additional info on C3.1: In 2021, Dover committed to science-based targets to reduce its direct greenhouse gas emissions from operations 30% and reduce value chain emissions 15% by 2030 from a 2019 base year to align with a well-below 2-degree scenario. Dover intends to revalidate its targets in 2025 so that they align with a 1.5-degree world, to the extent required by the Science-Based Target Initiative. This is included in a science -based target roadmap being refined internally and used to track progress to goals.

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	Chief Executive Officer (CEO)	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.

N/A

SC0.1

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

	Annual Revenue
Row 1	8508088000

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
L'Oréal

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Business unit (subsidiary company)

Allocation level detail

Emissions in metric tonnes of CO2e
20.36

Uncertainty (±%)
10

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

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
The GHG sources have been identified using the method of operational control.

Requesting member
L'Oréal

Scope of emissions
Scope 2

Scope 2 accounting method
Location-based

Scope 3 category(ies)
<Not Applicable>

Allocation level
Business unit (subsidiary company)

Allocation level detail

Emissions in metric tonnes of CO2e
11.31

Uncertainty (±%)
10

Major sources of emissions
Purchased electricity

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

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
The GHG sources have been identified using the method of operational control.

Requesting member
Teva Pharmaceuticals

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Business unit (subsidiary company)

Allocation level detail

Emissions in metric tonnes of CO2e
10.33

Uncertainty (±%)
10

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

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
The GHG sources have been identified using the method of operational control.

Requesting member
Teva Pharmaceuticals

Scope of emissions
Scope 2

Scope 2 accounting method
Location-based

Scope 3 category(ies)
<Not Applicable>

Allocation level
Business unit (subsidiary company)

Allocation level detail

Emissions in metric tonnes of CO2e
5.74

Uncertainty (±%)
10

Major sources of emissions
Purchased electricity

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

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

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Requesting member
AstraZeneca

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level

Business unit (subsidiary company)

Allocation level detail

Emissions in metric tonnes of CO2e
44.18

Uncertainty (±%)
10

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

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
The GHG sources have been identified using the method of operational control.

Requesting member
AstraZeneca

Scope of emissions
Scope 2

Scope 2 accounting method
Location-based

Scope 3 category(ies)
<Not Applicable>

Allocation level
Business unit (subsidiary company)

Allocation level detail

Emissions in metric tonnes of CO2e
24.54

Uncertainty (±%)
10

Major sources of emissions
Purchased electricity

Verified
Please select

Allocation method
Please select

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

Unit for market value or quantity of goods/services supplied
Please select

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made
The GHG sources have been identified using the method of operational control.

Requesting member
Corning Incorporated

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Business unit (subsidiary company)

Allocation level detail

Emissions in metric tonnes of CO2e
12.44

Uncertainty (±%)
10

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

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
The GHG sources have been identified using the method of operational control.

Requesting member
Corning Incorporated

Scope of emissions
Scope 2

Scope 2 accounting method
Location-based

Scope 3 category(ies)
<Not Applicable>

Allocation level
Business unit (subsidiary company)

Allocation level detail

Emissions in metric tonnes of CO2e
6.91

Uncertainty (±%)
10

Major sources of emissions
Purchased electricity

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

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
The GHG sources have been identified using the method of operational control.

Requesting member
The Dow Chemical Company

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Business unit (subsidiary company)

Allocation level detail

Emissions in metric tonnes of CO2e
4.31

Uncertainty (±%)
10

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

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
The GHG sources have been identified using the method of operational control.

Requesting member
The Dow Chemical Company

Scope of emissions
Scope 2

Scope 2 accounting method
Location-based

Scope 3 category(ies)
<Not Applicable>

Allocation level
Business unit (subsidiary company)

Allocation level detail

Emissions in metric tonnes of CO2e
2.39

Uncertainty (±%)
10

Major sources of emissions
Purchased electricity

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

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
The GHG sources have been identified using the method of operational control.

Requesting member
Canada Post Corporation

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Business unit (subsidiary company)

Allocation level detail

Emissions in metric tonnes of CO2e
0.52

Uncertainty (±%)
10

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

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
The GHG sources have been identified using the method of operational control.

Requesting member
Canada Post Corporation

Scope of emissions
Scope 2

Scope 2 accounting method
Location-based

Scope 3 category(ies)
<Not Applicable>

Allocation level
Business unit (subsidiary company)

Allocation level detail

Emissions in metric tonnes of CO2e
0.29

Uncertainty (±%)
10

Major sources of emissions
Purchased electricity

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

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
The GHG sources have been identified using the method of operational control.

Requesting member
Robert Bosch GmbH

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Business unit (subsidiary company)

Allocation level detail

Emissions in metric tonnes of CO2e
46.37

Uncertainty (±%)
10

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

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
The GHG sources have been identified using the method of operational control.

Requesting member
Robert Bosch GmbH

Scope of emissions
Scope 2

Scope 2 accounting method
Location-based

Scope 3 category(ies)
<Not Applicable>

Allocation level
Business unit (subsidiary company)

Allocation level detail

Emissions in metric tonnes of CO2e
463.9

Uncertainty (±%)
10

Major sources of emissions

Purchased electricity

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

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
The GHG sources have been identified using the method of operational control.

Requesting member
Parker-Hannifin Corporation

Scope of emissions
Scope 1

Scope 2 accounting method
<Not Applicable>

Scope 3 category(ies)
<Not Applicable>

Allocation level
Business unit (subsidiary company)

Allocation level detail

Emissions in metric tonnes of CO2e
6.92

Uncertainty (±%)
10

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

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
The GHG sources have been identified using the method of operational control.

Requesting member
Parker-Hannifin Corporation

Scope of emissions
Scope 2

Scope 2 accounting method
Location-based

Scope 3 category(ies)
<Not Applicable>

Allocation level
Business unit (subsidiary company)

Allocation level detail

Emissions in metric tonnes of CO2e
26.05

Uncertainty (±%)
10

Major sources of emissions
Purchased electricity

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

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
The GHG sources have been identified using the method of operational control.

SC1.2

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

N/A

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
Diversity of product lines makes accurately accounting for each product/product line cost ineffective	Dover's products and customers are diverse and manufacturing occurs in multiple, global locations. Overcoming challenges to allocation would require dedicated manufacturing strategies or detailed life cycle analysis.
Customer base is too large and diverse to accurately track emissions to the customer level	Dover's products and customers are diverse and manufacturing occurs in multiple, global locations. Overcoming challenges to allocation would require dedicated manufacturing strategies or detailed life cycle analysis.

SC1.4

(SC1.4) Do you plan to develop your capabilities to allocate emissions to your customers in the future?
No

SC1.4b

(SC1.4b) Explain why you do not plan to develop capabilities to allocate emissions to your customers.

Dover's products are diverse and are manufactured in multiple, global locations. Overcoming challenges to allocation would require dedicated manufacturing strategies or detailed life cycle analysis. These activities are not cost effective for the business.

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

	I understand that my response will be shared with all requesting stakeholders	Response permission
Please select your submission options	Yes	Public

Please confirm below
I have read and accept the applicable Terms