

CORPORATE AND SUPPLY CHAIN ENVIRONMENTAL FOOTPRINT REPORT

How the Company reports on Business Sustainability

As part of its Business Sustainability strategy, the Company reports annually on the following: (i) business sustainability initiatives completed which provides a forward-looking view of the anticipated benefits resulting from implementation of these initiatives and aims to reduce the Company's footprint, and (ii) the energy and carbon footprint which provides a view of the environmental performance for the Company and its extended value-chain and aids the Company in identifying opportunities for improvement.

In this section the results of the Energy and Carbon Footprint are presented. For information on sustainability initiatives completed this year, refer to the quarterly on-line reports.

EXECUTIVE SUMMARY

In 2013, Canadian Tire completed its most recent carbon and energy footprint, enabling a view to the implications of projects implemented since the business sustainability strategy was launched. The data collection and subsequent review exercise for determining the Company's environmental footprint is a rigorous one that is normally completed after the close of the calendar year. As such, the Company's most recent environmental footprint is for 2012.

Results and Key Highlights

The Company is focused on productivity to ensure the business continues to grow while minimizing our environmental footprint through more efficient operations. For the first time, we are including energy use and emissions from Mark's products in our footprint calculations. Overall, 2012 emissions decreased by 1.3% and total normalized emissions, which are measured per unit of revenue, decreased by 3.3%. This is mainly due to reductions in energy use and emissions from the product and packaging segment where the overall volume of product received decreased across banners (except for Petroleum).

The corporate and supply chain footprint totals 5.2 million tonnes CO₂e. As illustrated in Figure two, less than two percent of Canadian Tire's footprint is based on operations controlled by the Corporation with the remainder related to third-party product manufacturing, transportation service providers, and stores operated by dealers, franchisees and agents.

The Company's Business Sustainability Strategy examines the source of greenhouse gas emissions (GHGs) – scope 1, 2 and 3 – associated with our three key segments of the value chain, as illustrated in figure one and two. This value chain includes product composition and manufacturing of retail products (87.6% of emissions); product transport (7.2% of emissions) and business & retail operations (5.2% of emissions).

Figure One:

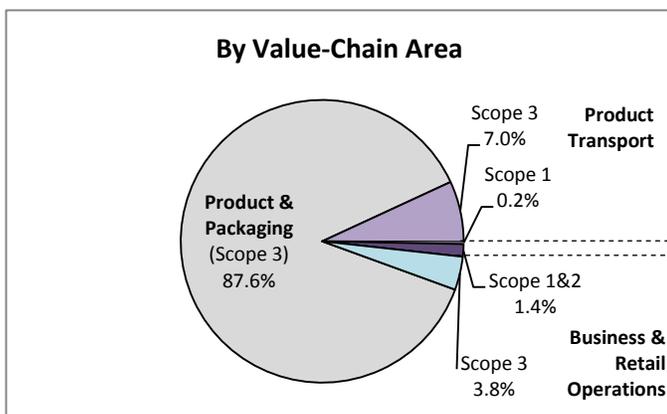
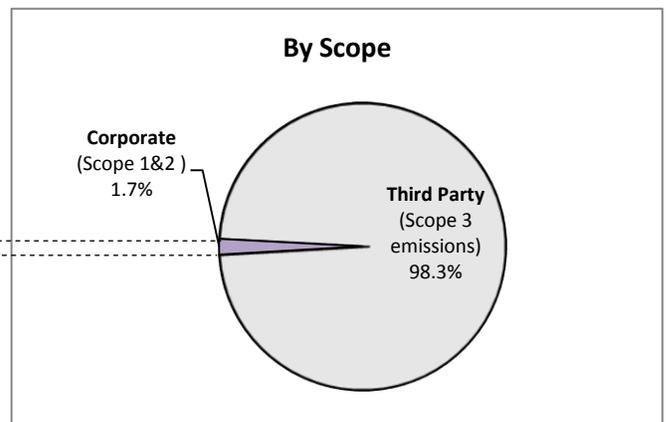


Figure Two:



Reporting Frameworks

The Corporate and Supply Chain Environmental Footprint was prepared by Certified Greenhouse Gas inventory Quantifiers and produced in accordance with the GHG Protocol Corporate and Scope 3 Standard as well as the Company's Environmental Footprint Corporate Directive.

Canadian Tire's Internal Audit Services (IAS) completed an audit to assess whether processes were adequately designed and operating effectively to manage risks related to the accuracy and completeness of data disclosed in sustainability reporting. Overall, IAS found our processes satisfactory.

Additionally, the Delphi Group and Corporate Knights assessed Canadian Tire's 2012 Environmental Footprint to provide CTC stakeholders with an independent review. The main objectives of this review are (i) to determine if the appropriate due diligence is in place for accurate public disclosures, and (ii) to benchmark the Company's GHG and energy use against industry peers to assess the Company's performance. For further details, please refer to the Delphi Group & Corporate Knights Q4 2013 letter of review on our website.

The reporting period covered is the 2012 calendar year as compared to the 2011 Baseline. Canadian Tire uses a rolling Base year approach in accordance with Canadian Tire growth strategy to facilitate the comparison and recalculation process. The Company's recalculation policy is stated in its Environmental Footprint Corporate Directive as follows:

"The recalculation of base year environmental impacts is triggered if one or the cumulative effect of the following causes for recalculation modifies the segments of the value-chain (Product, Product Transport and Buildings & Operations) by +/- 10% .

Causes of recalculation: structural changes, changes in methodology, gap closings and discovery of errors.

Timing for recalculation: At the same time the new Environmental Footprint is released. "

In accordance with the Company's recalculation policy, the 2011 baseline was restated. For further details refer to table 6.

The Corporation's organizational boundary for the Environmental Footprint inventory is based on "operational control". The GHG Protocol defines operational control as "having the full authority to introduce and implement operating policies at the operation". Locations and operations that fall under the operational control include corporate offices, distribution centres (DC), stores and vehicles.

Content

The following pages include:

- The Environmental Footprint glossary of terms and disclosure of gaps;
- A breakdown of Canadian Tire's Corporate and Supply chain footprint by Business Segments, listing both total and intensity values in tables one & two;
- A breakdown of scope 1 & 2 emissions by gas in tables three & four;
- A breakdown of Canadian Tire's Corporate and Supply chain Environmental Footprint by GHG Protocol Categories in table five;
- The base year recalculation details in table six;
- The estimated overall margin of error in table seven;
- A glossary of terms.

ENVIRONMENTAL FOOTPRINT GLOSSARY OF TERMS

AREA OF MEASUREMENT	DEFINITIONS	MAIN GAPS
Corporate & Supply Chain Environmental Footprint	Environmental impacts and resources used throughout Canadian Tire's extended value-chain from raw material acquisition, product manufacturing, product transportation, buildings operations, product use and product end-of-life. Metrics currently measured are energy and carbon from raw material acquisition to buildings operations.	Emissions related to non-retail products and waste; Business travel and employee commuting; Product use and product end-of-life.
Energy used (GJ) and GHG emissions from Products	<ul style="list-style-type: none"> • Energy used and GHG emissions from raw material acquisition and processing, transport to manufacturing site and manufacture of retail products. This includes all consumer units of CTR, PartSource, Mark's and FGL Sports retail products received in a given year by a store, distribution centre or 3rd party warehouse on Company's behalf. • Energy used and GHG emissions from crude oil extraction, transport to refining sites and refining of fuels sold at Petroleum sites in a given year. 	Gas+ kiosk products, CTR non-corporate products (products ordered directly from vendors by stores), CTFS products, FGL Corporate product shipped direct to stores.
Energy used and GHG emissions from Product Transport	<ul style="list-style-type: none"> • Energy used and GHG emissions from Canadian Tire fleet trucks and vehicles for the transport of CTR and PartSource products. • Energy used and GHG emissions from 3rd party vendors to transport CTR and PartSource retail products from the manufacturing vendor (FOB Point) to the store. • Energy used and GHG emissions from 3rd party vendors to transport Petroleum fuels from refining sites to stations. 	FGL Sports, Mark's and Gas+ kiosk product transport. Approximately 30% of CTR transport activity. CTR shipping packaging weights. CTR non-Corporate product transport. HFCs and PFCs from pipeline leakages and refrigerated trucks.
Energy used and GHG emissions from Business and Retail Operations	Energy used and GHG emissions from the operation of Canadian Tire's owned and leased buildings, equipment, and vehicles such as yard trucks, company cars and service vans (excluding product transport captured separately). This includes all operations across Canada including offices, distribution centres, Corporate/Franchise/Dealer/Agent stores within CTC, CTR, PartSource, CTFS, Mark's, FGL Sports and Gas+ sites.	HFCs and PFCs from refrigeration at Corporate and non-corporate locations. CTR and Petroleum fuel leakages.
Scope 1 emissions	Direct emissions from the combustion of on-site and mobile fuels that occur at, or are associated with facilities and operations under the Company's operational control.	HFCs and PFCs from refrigerated units.
Scope 2 emissions	Indirect emissions that occur off-site from the production of energy, such as electricity, which is then purchased for use at facilities and operations under the Company's operational control.	No known gaps
Scope 3 emissions	Other indirect emission from the Company's supply chain, such as emissions from non-corporate locations (Dealer/Franchise/Agent stores), product transport by 3rd party and product manufacture by 3rd party.	See Energy used and GHG emissions from products, product transport and business & retail operations comments.

TABLE ONE - 2012 CORPORATE AND SUPPLY CHAIN TOTALS & BASELINE COMPARISON

		2012 Greenhouse Gas Emissions	2012 Energy Use	Baseline Year (2011) Greenhouse Gas Emissions	Variance		Baseline Year (2011) Energy Use	Variance		Comments	
By Value-Chain Segments:		CO ₂ e tonne	GJ	CO ₂ e tonne	CO ₂ e tonne	%	GJ	GJ	%		
PRODUCT & PACKAGING	Raw material acquisition and product manufacturing (CTR, PartSource, Mark's, FGL Sports and Petroleum)	4,554,325	62,908,130	4,619,761	-65,437	-1.4%	64,035,842	1,127,711	-1.8%	Emissions and energy use decrease mainly due to an overall decrease in product received across banners (except for Petroleum).	
PRODUCT TRANSPORT	Corporate Fleet (CTR and PartSource)	12,686	180,929	12,836	-150	-1.2%	183,071	-2,142	-1.2%	Overall GHG and energy decrease mainly due to decrease in volume shipped.	
	3 rd -Party Road, Rail, Ocean and Air (CTR and Petroleum)	362,015	4,996,892	372,567	-10,551	-2.8%	5,140,308	-143,416	-2.8%		
	Sub-Total	374,701	5,177,821	385,403	-10,701	-2.8%	5,323,378	-145,557	-2.7%		
BUSINESS & RETAIL OPERATIONS	Offices and Distribution Centres (all SBU's)	38,981	721,264	39,989	-1,008	-2.5%	743,433	-22,168	-3.0%	Energy decrease mainly due to improved energy performance at the DCs and a milder winter; GHG emissions increase mainly due to electricity use increase in Alberta and New Brunswick.	
		<i>Corporate</i>	23,879	516,032	24,736	-857	-3.5%	535,899	-19,867		-3.7%
		<i>3rd Party Operated Offices and DCs</i>	15,102	205,232	15,253	-151	-1.0%	207,533	-2,301		-1.1%
		Corporate Vehicles (Non-Shipment)	519	7,375	763	-244	32.0%	10,832	-3,457		31.9%
		Stores (all SBU's)	202,784	3,779,676	198,332	4,452	2.2%	3,793,781	-14,105		-0.4%
		<i>Corporate</i>	53,692	818,514	52,801	891	1.7%	823,252	-4,739		-0.6%
		<i>Dealers, Franchises and Agents</i>	149,092	2,961,162	145,531	3,561	2.4%	2,970,528	-9,366		-0.3%
		CTREL and Petroleum investment properties	1,696	40,195	1,883	-187	-9.9%	44,091	-3,897		-8.8%
	Emissions related to electricity transmission and distribution loss	28,846	N/A	26,044	2,803	10.8%	N/A	N/A	N/A		
	Sub-Total	272,827	4,548,509	267,011	5,816	2.2%	4,592,136	-43,627	-1.0%		
TOTAL	Corporation & Supply Chain	5,201,853	72,634,461	5,272,174	-70,322	-1.3%	73,951,356	1,316,896	-1.8%	Overall GHG and energy use decrease mainly due to decrease in product receipts.	

TABLE TWO - INTENSITY VALUES

By Value-Chain Segments:	GHG ratios	2012	2011	Change	Energy ratios	2012	2011	Change
PRODUCT	GHG emissions as a % of Total Corporate and Supply Chain Footprint	87.6%	87.6%	-7 bps	Energy usage as % Total Corporate & Supply Chain Energy usage	86.6%	86.6%	2 bps
	GHG emissions per \$1,000 banner revenue (CO2e kg)	438.1	453.3	-3.37%	Energy usage per \$1,000 banner revenue (GJ)	6.1	6.3	3.70%
PRODUCT TRANSPORT	GHG emissions as a % of Total Corporate and Supply Chain Footprint	7.2%	7.3%	-11 bps	Energy usage as % Total Corporate & Supply Chain Energy usage	7.1%	7.2%	-7 bps
	GHG emissions per cubic metre shipped (CO2e kg)	58.8	59.7	-1.41%	Energy usage per cubic metre shipped (GJ)	0.81	0.82	1.36%
	GHG emissions per tonne-kilometre (CO2e kg)	0.0325	0.0324	0.25%	Energy usage per tonne-kilometre (GJ)	0.000448	0.000447	0.29%
BUSINESS & RETAIL OPERATIONS	GHG emissions as a % of Total Corporate and Supply Chain Footprint	5.2%	5.1%	18 bps	Energy usage as % Total Corporate & Supply Chain Energy usage	6.3%	6.2%	5 bps
	GHG emissions per square metre (CO2e kg)	49.2	48.5	1.44%	Energy usage per square metre (GJ)	0.821	0.835	1.67%
Total Corporate & Supply Chain	GHG emissions per \$1,000 CTC consolidated revenue (CO2e kg)	455.2	470.7	-3.3%	Energy usage per \$1,000 CTC Consolidated revenue (GJ)	6.36	6.60	-3.7%

TABLE THREE - EMISSIONS BY SCOPE

Estimated tonnes of CO ₂ e by Scope:	2012	Baseline (2011)	Change
Scope 1 Emissions	39,688	42,342	-6.3%
Scope 2 Emissions	51,089	48,794	4.7%
Scope 3 Emissions	5,111,076	5,181,038	-1.4%

TABLE FOUR - SCOPE 1 & 2 EMISSIONS BY GAS

Estimated tonnes by gas:	2012	Baseline (2011)	Change
Carbone Dioxide (CO ₂)	89,882	90,233	-0.4%
Methane (CH ₄)	5.54	5.48	1.2%
Nitrous Oxide (N ₂ O)	2.54	2.57	-1.3%
Carbone Dioxide Equivalent (CO ₂ e)	90,777	91,136	-0.4%

TABLE FIVE - 2012 CORPORATE AND SUPPLY CHAIN TOTALS PER GHG PROTOCOL CATEGORY

		Description	Methodologies and factors used	Per cent of primary data used	2012 GHGs emissions CO ₂ e Tonnes	Justification of exclusions
By GHG Protocol Category:						
CORPORATE EMISSIONS	Scope 1	Emissions from fuel used by 70 fleet trucks, 294 PartSource commercial delivery vehicles and 59 operational vehicles. Emissions from on-site fuel used by 691 corporate stores, 28 offices, 13 DCs, depot or storage facilities.	<ul style="list-style-type: none"> Buildings & Operations calculations are derived from a sampling strategy. A statistically representative sample of energy data was collected by business unit, type of building and regional area to estimate the overall Business & Retail Operations energy usage. The last sampling strategy was performed in 2010 for all SBUs except for FGL Sports for which the sampling strategy was performed in 2011. During non-sampling years, only readily available energy usage data is collected. Where no actual data is readily available, energy usage is estimated based on previous year and heating and cooling degree days. Canadian Tire Fleet and PartSource commercial delivery vehicle calculations are derived from a fuel volume based methodology. Emission factors from Environment Canada National Inventory 1990-2011 Report were used. 	70%	39,688	HFCs and PFCs from refrigeration units; deemed non-material.
	Scope 2	Emissions from electricity used by 691 corporate stores, 28 offices, 13 DCs, depot or storage facilities.	<ul style="list-style-type: none"> IPCC 4th Assessment Report, Climate Change 2007, table AR4 - 100 years, Global Warming Potentials (GWP) were used. 	56%	51,089	No known gaps
	Purchased Goods and Services	Emissions associated with the extraction, production and transportation (cradle-to- gate) of products sold at CTR, FGL Sports, Mark's, Petroleum and PartSource stores.	<ul style="list-style-type: none"> CTR, PartSource, FGL Sports and Mark's calculations are derived from the Economic Input-Output Life Cycle Analysis (LCA) Model (www.eiolca.net) developed by Carnegie Mellon University. Petroleum calculations are derived from the US Department of Energy Greet 2012 Model (http://greet.es.anl.gov) and the GHGenius 4.1 Model (http://www.ghgenius.ca). IPCC 4th Assessment Report, Climate Change 2007, table AR4 - 100 years, Global Warming Potentials (GWP) were used. 	0%	4,554,325	CTFS, Gas + kiosk and CTR non-corporate products (FMA); deemed non-material.
	Capital Goods	Emissions associated with the extraction, production and transportation (cradle-to- gate) of capital goods purchased.	n/a	n/a	n/a	Capital goods are not included due to data unavailability and materiality assessment.
UPSTREAM EMISSIONS (Scope 3)	Fuel and Energy related activities (not included in scope 1 & 2)	Emissions associated with the extraction, production and transportation of a) fuels consumed b) electricity consumed c) electricity transmission and distribution loss	<ul style="list-style-type: none"> Electricity transmission and distribution loss is calculated based on electricity consumption and emission factors from Environment Canada National Inventory 1990-2011 Report. IPCC 4th Assessment Report, Climate Change 2007, table AR4 - 100 years, Global Warming Potentials (GWP) were used. 	39%	28,846	Items a) and b) are not included due to data unavailability.
	Upstream Transportation and Distribution	Emissions associated with third-party transportation of products from tier 1 suppliers to distribution centres and from distribution centres to stores. This category also includes emissions from third-party operated distribution centres.	<ul style="list-style-type: none"> CTR and Petroleum third-party transportation calculations are derived from a distance-weight methodology. Emission factors from (i) the US Environmental Protection Agency Climate Leaders, Optional Emissions from Commuting, Business Travel and Product Transport, May 2008, (ii) the International Marine Organization (IMO), Second GHG Study 2009, and (iii) Environment Canada National Inventory 1990-2011 Report. Energy conversion factors were also used for pipeline transportation from the National Energy Technology Laboratory; Development of Baseline Data and Analysis of Life Cycle Greenhouse Gas Emissions of Petroleum-Based Fuels. Third-party operated DCs fall under the Business & Retail Operations segment and therefore follow the sampling strategy methodology. See methodology on scope 1&2 for further detail. IPCC 4th Assessment Report, Climate Change 2007, table AR4 - 100 years, Global Warming Potentials (GWP) were used. 	4%	377,060	Emissions from FGL sports, Mark's, Gas+ kiosk, approximately 30% of CTR activity, CTR non-corporate products (FMA), some CTR packaging weight, HFCs and PFCs from pipeline leakages and refrigerated trucks are not included due to data unavailability.

UPSTREAM EMISSIONS (Scope 3) (Cont'd)	Waste Generated in Operations	Emissions from 3rd-party disposal and treatment of waste generated through business operations.	n/a	n/a	n/a	Emissions from waste generated in operations are not included due to data unavailability and materiality assessment.
	Business Travel	Emissions from business travel.	n/a	n/a	n/a	Emissions from business travel are not included due to data unavailability and materiality assessment.
	Employee Commuting	Emissions from employees commuting to offices, Distribution Centres and stores.	n/a	n/a	n/a	Emissions from employee commuting are not included due to data unavailability and materiality assessment.
	Upstream Leased Assets	Emissions associated with the operation of one leased office which does not fall under the Company's operational control.	Upstream leased assets fall under the Business & Retail Operations segment and therefore follow the sampling strategy methodology. See methodology on scope 1&2 for further detail.	0%	30	HFCs and PFCs from refrigerated units; deemed non-material.
DOWNSTREAM EMISSIONS (Scope 3)	Downstream Transportation and Distribution	Emissions associated with the transportation of sold products from retail stores to customers' homes.	n/a	n/a	n/a	Emissions from downstream transportation and distribution are not included due to data unavailability.
	Processing of Sold Products	Emissions associated with the processing of sold products.	n/a	n/a	n/a	Not applicable
	Use of Sold Products	Emissions associated with the usage of sold products that directly consume energy.	n/a	n/a	n/a	Emissions from downstream transportation and distribution are not included due to data unavailability.
	End-of-Life Treatment of Sold Products	Emissions associated with the disposal of consumer products sold at all Business Units.	n/a	n/a	n/a	Emissions from downstream transportation and distribution are not included due to data unavailability.
	Downstream Leased Assets	Emissions associated with 60 investment properties and one office location (buildings owned but not operated by CTC)	Downstream leased assets fall under the Business & Retail Operations segment and therefore follow the sampling strategy methodology. See methodology on scope 1&2 for further detail.	0%	1,723	HFCs and PFCs from refrigerated units; deemed non-material.
	Franchises	Emissions associated with the operations of 1,063 non-Corporate stores including CTR dealer stores, Marks, FGL Sports and PartSource franchise stores and Petroleum agent sites.	Franchises fall under the Business & Retail Operations segment and therefore follow the sampling strategy methodology. See methodology on scope 1&2 for further detail.	25%	149,092	HFCs and PFCs from refrigerated units; deemed non-material.
	Investments	Emissions associated with equity and debt investments and project finance.	n/a	n/a	n/a	Emissions from investments are not included due to data unavailability and materiality assessment.

TABLE SIX - 2011 BASELINE YEAR RECALCULATION

By Value-Chain Segments:	Published Feb, 2014	Published March, 2013	Percent Change	Published Feb, 2014	Published March, 2013	Percent Change	Justifications for recalculation
	GHG Emissions (CO ₂ e tonnes)	GHG Emissions (CO ₂ e tonnes)		Energy Use (GJ)	Energy Use (GJ)		
PRODUCTS	4,619,761	4,082,808	13.2%	64,035,842	56,524,833	13.3%	Restatement mainly due to the addition of Mark's and National Sports products to the footprint.
PRODUCT TRANSPORT	385,403	406,281	-5.1%	5,323,378	5,581,914	-4.6%	Restatement mainly due to update in emission factor.
BUSINESS & RETAIL OPERATIONS	267,011	267,659	-0.2%	4,592,136	4,560,971	0.7%	Restatement mainly due to update in emission factors.
TOTAL	5,272,174	4,756,748	10.8%	73,951,356	66,667,718	10.9%	

TABLE SEVEN - ESTIMATED MARGIN OF ERROR BY SEGMENT

Value-Chain Segment	2012	2011	Comments
PRODUCTS	18.0%	18.1%	<ul style="list-style-type: none"> CTR, PartSource, Mark's and FGL calculations are derived from the Economic Input-Output Life Cycle Analysis (LCA) Model (www.eiolca.net) developed by Carnegie Mellon University. Various LCA techniques typically vary by +/-20% for analyses of the same product. CTP calculations are derived from the US Department of Energy Greet 2012 Model (http://greet.es.anl.gov) and the GHGenius 4.1 Model (http://www.ghgenius.ca). Various fuel LCA techniques typically vary by +/-10% for analyses of the same product. Overall margin of error is weighted based on energy use.
PRODUCT TRANSPORT	19.3%	19.3%	<ul style="list-style-type: none"> Canadian Tire Fleet and PartSource commercial delivery vehicle calculations are derived from a fuel volume based methodology with an estimated margin of error very low (<1%), as estimated by Environment Canada National Inventory 1990-2009 Report, Table A7-1. CTR and CTP third-party transportation calculations are derived from a distance-weight methodology. The US Environmental Protection Agency and International Marine Organization emission factors were used; however, there is a significant spread between distance-weight emission factors estimated by different external sources which is assumed to be +/-20%. Overall margin of error is weighted based on energy use.
BUSINESS & RETAIL OPERATIONS	3.3%	3.3%	Buildings & Operations calculations are derived from a sampling strategy. A statistically representative sample of energy data was collected by business unit and regional areas to estimate the overall Buildings & Operations energy usage. Also, Environment Canada National Inventory 1990-2009 Report emission factors were used with an estimated margin of error very low (<1%).
TOTAL	17.2%	17.3%	Overall margin of error is weighted based on energy use.

GLOSSARY OF TERMS

SUSTAINABILITY TERMS	
TERM	DEFINITIONS
Business Sustainability	An innovation strategy that aims to achieve productivity gains and economic benefits from enhanced environmental and social outcomes by integrating sustainability into business operations. Through its Business Sustainability strategy, the Company aims to serve its customers, communities, employees and shareholders, both now and in the future.
CO ₂ e	Carbon dioxide equivalent - Expresses all greenhouse gases in the measurement of carbon dioxide by adjusting other types of greenhouse gases (methane, nitrous oxide, sulphur, hexafluoride, hydrofluorocarbons, and perfluorocarbons) to their carbon dioxide equivalent based on their relative Global Warming Potential (GWP).
Cradle-to-gate, Cradle-to-grave, Gate-to-gate, and Cradle-to-cradle Life Cycle Analysis	<ul style="list-style-type: none"> • Cradle-to-gate is a portion of a product's lifecycle, starting with raw material acquisition and ending at the shipping or receiving gate of a company. • Cradle-to-grave includes a broader life cycle encompassing consumer use and end of life. • Gate-to-gate is a shorter life cycle between one company's shipping gate and another company's receiving gate. • Cradle-to-cradle is a full life cycle, including the product's transition into a new raw material input.
Emission Factors	Calculation factor used to measure greenhouse gases (GHG) released from the production/use of raw material/energy.
GHG	Greenhouse Gases - Represents one or a combination of the following gases: carbon dioxide (CO ₂), methane (CH ₄), nitrous oxide (N ₂ O), sulphur hexafluoride (SF ₆) hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs).
GHG Protocol	The GHG Protocol initiative is a multi-stakeholder collaboration facilitated by the World Business Council on Sustainable Development (WBCSD) and the World Resources Institute (WRI) to establish and promote business standards for GHG accounting and reporting. Canadian Tire Sustainability Reporting follows the GHG Protocol Corporate, Project and Value-Chain (Scope 3) Accounting Standards.
GWP	Global Warming Potential - Calculation factor used to measure CO ₂ e from different greenhouse gases. A relative measure of how much heat a greenhouse gas traps in the atmosphere.
IPCC	Intergovernmental Panel on Climate Change - The leading international body for the assessment of climate change established to provide the world with a clear scientific view on the current state of knowledge on climate change and its potential environmental and socio-economic impacts.
Transport GHG model	Created by Canadian Tire's Transportation team, the Transport GHG Emissions Model calculates tonnes of CO ₂ e produced based on direct emissions from our own fleet of trucks and indirect mobile emissions produced from transport of goods by third party carriers for all modes of transport (including water, rail, road and air). The methodology for the model follows a distance and weight approach for third party carriers and an actual fuel use approach for the internal fleet, and reflects guidelines created by the World Resources Institute (WRI), known as the Greenhouse Gas Protocol, and Environment Canada.
EPA	Environmental Protection Agency - An agency of the U.S. federal government in charge of protecting human health and the environment, by writing and enforcing regulations based on laws passed by Congress.
WBCSD	World Business Council for Sustainable Development - A CEO-led, global association of some 200 companies dealing exclusively with business and sustainable development, providing companies a platform to explore sustainable development, share knowledge, experiences and best practices.
WRI	World Resource Institute - A global environmental think tank that works with governments, companies, and society to build solutions to urgent environmental challenges.

OTHER TERMS	
TERM	DEFINITIONS
CTC	Canadian Tire Corporation Limited - The Parent Company
CTFS	Canadian Tire Financial Services Limited - a wholly owned subsidiary of CTC
CTP	Canadian Tire Petroleum - a strategic business unit within CTC
CTR	Canadian Tire Retail - a strategic business unit within CTC
CTREL	Canadian Tire Real Estate Limited - a wholly owned subsidiary of CTC
FGL Sports	A subsidiary of CTC (one of Canada's leading retailers of sporting goods)
Mark's	A subsidiary of CTC (one of Canada's leading apparel retailers)
PS	PartSource - a strategic business unit within CTC (specialty automotive stores)
GJ	Gigajoules - a unit of measurement for energy use.
Square metres	Measurement of the buildings functional area. CTR store functional area includes ground coverage, mezzanine areas, other floors, and second level racking system. Garden Centres are excluded. For Canadian Tire's petroleum stations this includes convenience kiosks, gas bar canopies, car washes, and Pit-Stops. For Mark's, FGL Sports, PartSource and CTFS locations, functional area is the equivalent of the gross leasable area.
Tonne-kilometres	Distance travelled from vendor to stores in kilometres multiplied by weight of products and related equipment in metric tonnes. Used in the calculation of the product transport carbon and energy footprint.