



Carbon Reduction Plan

Supplier name: Vauxhall Motors Limited, Citroen UK Limited, Peugeot Motor Company PLC and Fiat Chrysler Automobiles UK Limited (together, Stellantis UK, part of the Stellantis Group)

Publication date: 8th August 2024

Commitment to achieving Net Zero

The Stellantis Group (of which Stellantis UK is part) is committed to achieving Net Zero emissions by 2038.

Baseline Emissions Footprint

In order to contribute to the collective global carbon neutrality objective in the most efficient way, the Stellantis Group global strategy is based on energy consumption reduction first, then carbon footprint reduction at the maximum, before balancing residual GHG emissions with carbon removal and additional other compensation solutions if relevant. To achieve this target, a comprehensive, long-term, carbon net zero roadmap has been defined, including an intermediate target of -50% reduction by 2030 versus 2021, based on the following key milestones:

- by 2030, Stellantis Group targets to reduce GHG emissions by -75% on industrial sites and real estate (scope 1 and 2 of GHG protocol) and to use 100% of decarbonized electricity;
- Stellantis Group continues to reduce the Well-to-Wheel CO₂ emissions of its vehicles, due to electrification roadmap, improvement of BEV efficiencies and fuel consumption of remaining ICE vehicles (scope 3 Use of sold products of GHG protocol). By 2030, Stellantis intends to sell 100% BEV for passenger cars in Europe and 50% BEV for passenger cars and light-duty trucks in the U.S.;
- Stellantis Group has actively engaged with its suppliers to reduce the carbon footprint of purchased parts, especially led by an objective of cutting by 40% the carbon footprint of purchased parts of BEV by 2030 (scope 3 Purchased goods and services of GHG protocol).

This will allow to keep under control the share of carbon footprint of battery and components production in the context of a global footprint reduction thanks to electrification. These objectives can be reached under the condition that the ecosystem adapts at the right pace and is conducive to electrification (public policies, charging infrastructure, decarbonized electricity, etc.). Considering regulatory orientations are still pending on carbon removal questions, Stellantis Group has engaged an

in-depth screening of mature and emerging technologies - including Spot Source Capture, Direct Air/Ocean Capture, Bio Capture and Storage, Mineral Storage, etc. - to assess the most reliable and impactful carbon removal and storage technologies.

Baseline Year: 2021

This data has been compiled from the 2023 Stellantis Group [Corporate Sustainability Report](#). This report is created and published annually (March) covering the period January 1st to December 31st 2023. The core challenge and ambition for Stellantis are summarised below:

CSR ISSUE / CHALLENGE	VISION/AMBITION	STRATEGIC KPIS	COMMITMENT		
			Short-term	Medium-term (End of Strategic Plan)	Long-term
Carbon footprint reduction in the whole value chain Owner: Chief Planning Officer	Contribute to global carbon neutrality, with an ambitious carbon footprint reduction roadmap	GHG emissions reduction (%) (intensity GWP - per vehicle) across scopes 1, 2, and 3 - 1.5°C scenario - Global	2023: targets for vehicle programs under development consistent with -50% GHG emissions per vehicle 2030 objective	2030: reduce GHG emissions by 50% per vehicle vs 2021 level	2038: Carbon Net Zero, with single digit % compensation of residual emissions vs 2021 level ¹⁰
1 Vehicle CO ₂ emissions Owner: Chief Planning Officer	Propose a wide range of Low Carbon mobility devices, rapidly available in countries of operations, to contribute to the race to carbon neutrality, by leading CO ₂ emissions reduction	Percentage of nameplates with LEV offering (focus on U.S. and EU)	2025: EU Passenger Cars (PC): 95% ¹⁰ U.S. PC & Light Duty Trucks (LDT): 81%	2030: EU PC: 100% nameplates with BEV offering U.S. PC & LDT: 100% nameplates with BEV offering	2038: EU PC: 100% nameplates with BEV offering U.S. PC & LDT: 100% nameplates with BEV offering
		Share of LEV in global sales mix (focus on U.S. and EU)	2025: EU PC: 44% LEV (incl. 34% BEV) ¹⁰ U.S. PC&LDT: 37% (incl. 14% BEV)	2030: EU PC: 100% BEV U.S. PC&LDT: 50% BEV	2038: EU PC: 100% BEV U.S. PC&LDT: 100% BEV
2 Industrial and sites carbon footprint Owner: Chief Manufacturing Officer	Contribute to a decarbonized economy by achieving net zero emissions within our activities worldwide (scope 1 and 2)	Absolute scope 1 and 2 GHG emissions (tons of CO ₂ -eq)	2025: -50% vs 2021	2030: -75% vs 2021	2038: Carbon Net Zero, with single digit % compensation of residual emissions vs 2021 level ¹⁰
		Share of decarbonized electricity used (%)	2025: 50%	2030: 100%	2038: 100%
3 Carbon footprint of the supply chain: purchasing and logistics Owner: Chief Purchasing & Supply Chain Officer	Request our suppliers and their supply base by reaching out to them on a cascading basis, therein to support our road to carbon neutrality by bringing innovative solutions and by adopting own GHG emissions reduction trajectories to comply or outreach the Paris Climate Agreement	Share of Annual Purchased Value from suppliers with CO ₂ reduction targets compliant with the Paris Agreement CO ₂ emissions of purchased parts	2025: 80% Annual Purchase Value from strategic (Level 1 and Level 2) ¹⁰ suppliers Award business compliant with CO ₂ emission targets defined for each new EV project	2030: 95% Annual Purchase Value from strategic (Level 1 and Level 2) ¹⁰ suppliers. -40% of CO ₂ emissions of scope 3 upstream activities on BEV's scope vs 2021	2050: Carbon Net Zero of the supply chain with minimal compensation

As of 2023, Stellantis' global carbon footprint has decreased by 7.3% in intensity (tons of CO₂-eq/veh) compared to 2021, pursuing the reduction of average vehicle carbon footprint towards 2030 objective (-50% in tons of CO₂-eq/veh). Efficiency improvement of vehicles and increase of electrification mix allows to avoid 5.9 tons of CO₂-eq emissions per vehicle sold during its life cycle in 2023 against 2021. 2023 absolute emissions are below our 2021 base year. The increase in absolute emissions relative to 2022 is driven by abnormally low 2022 volumes, notably due to unfilled semiconductor orders.

Global Stellantis carbon footprint

	Year	
Scope 1 (million tons CO ₂ -eq)	2023	1.4
	2022	1.5
	2021	1.7
Scope 2 * (million tons CO ₂ -eq)	2023	1.7
	2022	1.9
	2021	2.2
Scope 3 (million tons CO ₂ -eq)	2023	457.6
	2022	447.2
	2021	523.3
Total emissions (million tons CO ₂ -eq)	2023	460.7
	2022	450.6
	2021	527.2
Total emissions per vehicle sold (tons CO ₂ -eq/veh)	2023	74.3
	2022	77.1
	2021	80.2

-7.3%
in intensity
(tons of CO₂-eq/veh)
compared to 2021

-5.9 tons of CO₂-eq
average per vehicle sold
during its life cycle
in 2023 against 2021

Emissions reduction targets

Globally For Scope 1 and 2, Stellantis Group projects that carbon emissions will decrease by 2030 to 968,622 tCO₂e . This is a reduction of 75% compared to 2021 base year.

Globally For all scopes (Scopes 1, 2, 3), we project that carbon emissions will decrease by 2030 to 263,6 Million tCO₂e.

Globally for scope 3, we project that carbon emissions will decrease by 2030 to 262,6MtCO₂e

This is a reduction of 50% compared to 2021 base year.

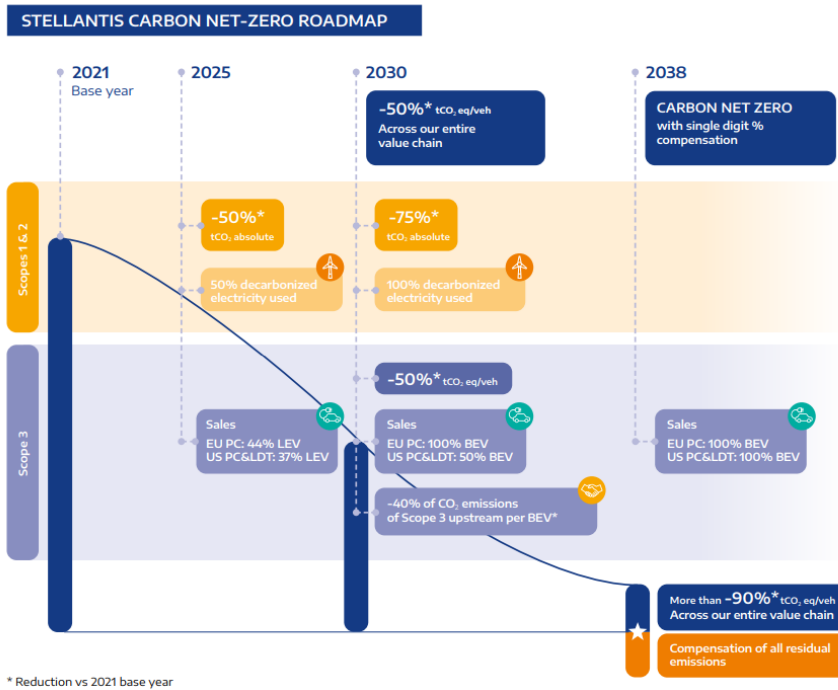
Progress against these targets can be seen in the graph below:

Commented [MP1]: Marlene and Simon to confirm yellow phrases.

Commented [MB2R1]: 968 622 tCO₂e = 2030 Target for scope 1&2
75% reduction compared to 2021 (3 874 486tCO₂)

263,6MtCO₂e = 2030 Target for all scopes 1&2&3.
50% reduction target compared to 2021 (527,2MtCO₂e)

If you need to focus on scope 3, then the 2030 target becomes 263,6Mt - 0,968Mt = 262,6Mt



Carbon Reduction Projects

This Stellantis Group assessment considers the following global carbon footprints:

■ **UPSTREAM ACTIVITIES** including

- all component materials of vehicles manufactured in 2023 from extraction to molding and assembly on the vehicle, using life cycle analysis databases
- the upstream transport
- the work-related travel air trips .
- Car trips being made with company cars are accounted through the use of Stellantis vehicles in Scope 3 downstream activities

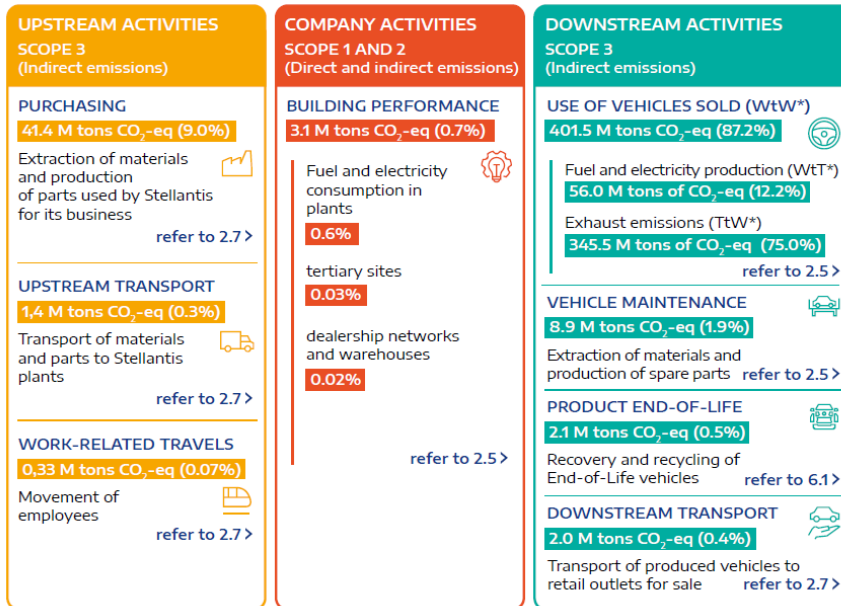
■ **COMPANY ACTIVITIES** include energy consumption in:

- manufacturing plants (assembly plants or components factories)
- tertiary sites
- dealership networks They are derived from GHG (greenhouse gas) assessments carried out at Stellantis plants, tertiary sites and Company-owned dealership network .

■ **DOWNSTREAM ACTIVITIES** including: Tank-to-Wheel CO2 emissions: use of vehicles sold in 2023 according to the CO2 emissions data for each vehicle sold and the following operating criteria:

Mileage:

- For North America: 225,865 miles (363,643 km) for Passenger Cars and Light Duty Trucks, and 150,000 miles (241,500 km) for Heavy Duty Trucks over 15 years, consistent with EPA Green House Gas regulation;
- For Europe and other regions: 50,000 km for micromobility devices, 225,000 km driven for Passenger Cars and 300,000 km for Light Commercial Vehicles over 15 years.
- Real-life consumption assumptions based on regional monitoring, notably for ICE vehicles: +20% against WLTP regulatory CO2 emission value for Europe and +30% against unadjusted EPA fuel Consumption (consistent with EPA label value) for North America.
- Well-to-Tank CO2 emissions, corresponding to the impact of the production of:
 - the fuels used by conventional vehicles are evaluated using Life Cycle Assessment (LCA) databases;
 - the electricity used by the electrified vehicles is evaluated based on actuals and forecasts from LCA databases and International Energy Agency scenarios per region.
- The production of spare parts used for the maintenance of the cars, using LCA databases.
- The vehicle End-of-Life modelled on current processes.
- The downstream transport



Completed Carbon Reduction Initiatives

Globally, Stellantis Group is fully committed to Net Zero across the entire organisation by 2038. Full details of the various projects can be found in the [Corporate Sustainability Report](#)

Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting

standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard¹³ and uses the appropriate Government emission conversion factors for greenhouse gas.

company reporting¹⁴.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard¹⁵

This Carbon Reduction Plan has been reviewed and signed off by the board of directors (or equivalent management body).

Vauxhall Motors Limited, Citroen UK Limited, Peugeot Motor Company PLC and Fiat Chrysler Automobiles UK Limited (together, Stellantis UK, part of the Stellantis Group), have referred to the carbon reduction plan at a global level in the completion of this document for the UK. We have measured multiple processes and consumptions at a global level using a variety of averages and conversion factors and with this in mind, we acknowledge that appropriate emission conversion factors in this context have been used and is not only based on UK conversion criteria. More detail is available in the [Corporate Sustainability Report](#).

Signed on behalf of the Supplier:



.....

Date:08/08/2024.....

