Carbon Reduction Plan

Supplier name: Stellantis (in the UK incorporates Vauxhall Motors Limited, Citroen U.K. Limited, Peugeot Citroen Automobiles UK Limited, DS Automobiles, Peugeot Motor Company PLC, Peugeot and Stellantis UK Limited (Fiat, Abarth, Fiat Professional, Jeep and Alfa Romeo)

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Commitment to achieving Net Zero
Stellantis is committed to achieving Net Zero emissions by 2050.

Baseline Emissions Footprint
Baseline emissions are a record of the greenhouse gases that have been produced in the past and were produced prior to the introduction of any strategies to reduce emissions. Baseline emissions are the reference point against which emissions reduction can be measured.

Baseline Year: 2021
Additional Details relating to the Baseline Emissions calculations.
By 2030 Stellantis commits to: • A reduction in absolute GHG emissions across Scopes 1, 2, and 3 between 20% and 30% vs. our 2021 base year. [source Stellantis CSR report 2021] • A reduction in absolute Scope 1 and 2 GHG emissions from plants and sites between 47% and 50% vs. our 2021 base year. • A 70% share of decarbonized electricity used in own operations. .As a signatory to the United Nations Global Compact, we aim to make a lasting positive impact on the environment. We are addressing climate change by innovating in vehicle design, investing in our manufacturing locations, offering our customers low-carbon mobility solutions, optimizing resource use and implementing sustainable production processes. Our efforts cover the entire vehicle lifecycle, while offering accessibility and freedom of mobility choice for all.

Baseline year emissions: 2021	
EMISSIONS	**TOTAL (million tCO_2e)**
Scope 1	**1.8**
Scope 2	**2.4**
Scope 3 (Included Sources)	523.3
Total Emissions (scopes 1,2,3) **Total emissions per vehicle sold**	**527.5** **80.2 tCO2 per vehicle sold**

Current Emissions Reporting

Reporting Year: 2025 (published in the 2025 Expanded Sustainability Statement)	
EMISSIONS	**TOTAL (million tCO_2e)**
Scope 1	**1.3**
Scope 2	**1.2**
Scope 3 (Included Sources)	**389.4**
Total Emissions (scopes 1,2,3) **Total emissions per vehicle sold**	**391.9** **69 tCO2 per vehicle sold**

Emissions reduction targets

In order to continue our progress to achieving Net Zero, we have adopted the following carbon reduction targets.

We project that absolute GHG emissions across Scopes 1, 2, and 3 vs. 2021 base year(carbon emissions will decrease over the next five years to by **20% - 30%** tCO_2e by 20**30**.

The percentage of reduction in absolute Scope 1 and 2 GHG emissions vs. 2021 base year is targeted for 47% to 50%

Reduction in 2025 vs 2021 :

Emissions per vehicle sold : 11,2 tCO2/veh, corresponding to 14%

Absolute emissions: 135,6 Million tCO2, corresponding to 26%

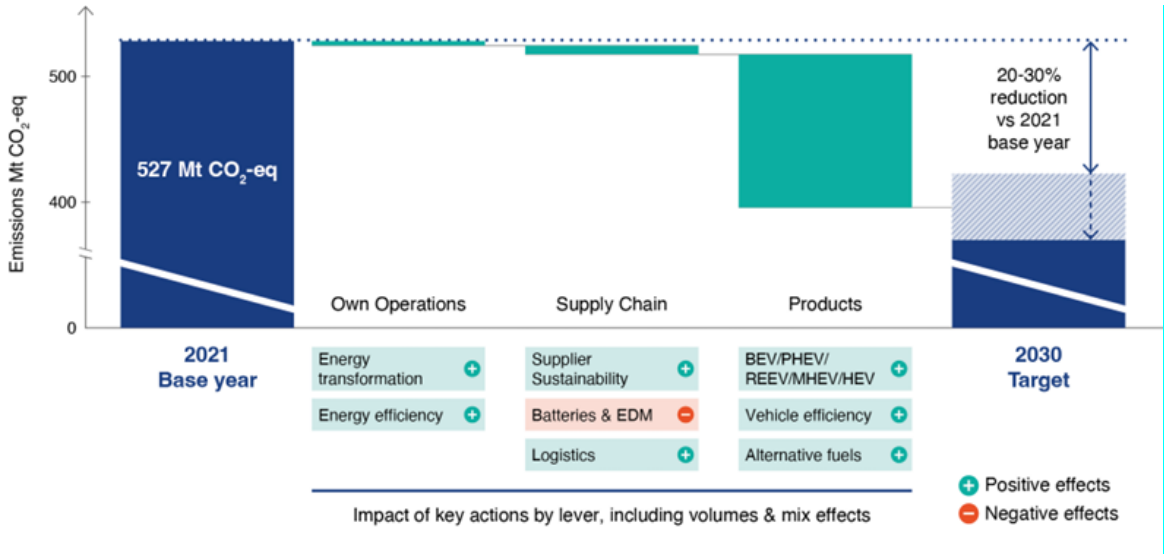
Progress against these targets can be seen in the graph below:

Stellantis absolute GHG emissions reduction roadmap, 2021-2030

The graph below illustrates the relationship between the identified decarbonization levers and key actions and our absolute emissions reduction target for 2030 across all Scopes, showing the expected GHG emission reductions per decarbonization lever.

Stellantis calculates its carbon footprint in accordance with the GHG Protocol and ISO 14064 standards, covering the entire life cycle of 100 percent of its products to address Scope 1, 2, and 3 emissions.

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



Carbon Reduction Projects

Completed Carbon Reduction Initiatives

The following environmental management measures and projects have been completed or implemented since the 2021 baseline. The carbon emission reduction achieved by these schemes equate to 11.2 tCO_2e, a 14%ge reduction against the 2021 baseline and the measures will be in effect when performing the contract

Stellantis' new medium- and long-term targets have been formulated to reflect trends in market dynamics, changing government policy and regulation in key markets, and the pace of ecosystem transformation over the past years. The achievement of these updated targets is conditioned by key external enablers including decarbonized energy and grid infrastructure, and conducive public policies for BEV (charging infrastructure, purchasing incentives) impacting our Scope 3 emissions.

To support these targets, Stellantis employs several scenarios, including a 1.5°C climate scenario, as a strategic framework to navigate developments across factors including technology, market, and policy. This scenario informs key decarbonization levers, detailed below, allowing Stellantis to assess GHG reduction strategies.

Our push to carbon net zero addresses all sources of greenhouse gas emissions, from our vehicles to our supply chain, as well as our industrial and tertiary sites. We identified nine critical activities to reduce our carbon footprint across Scopes 1, 2 and 3, implementing different practices and technologies that limit any compensation to a minimum

Our targets are also tied to Stellantis' resilience strategy for mitigating climate impacts and risks, including transition risks related to compliance and electrification in response to evolving regulatory frameworks (primarily tailpipe CO2 emission regulations), and are informed by scientific scenarios and defined assuming no change in the lifetime mileage of vehicles in the future

Future carbon reduction initiatives

In the future we hope to implement further measures such as:

Upstream Activities (Scope 3) Upstream activities encompass the extraction, processing, and assembly of component materials, quantified using LCA databases. The emission factors used to calculate CO2 emissions for vehicle production are based on the curb weight of Stellantis vehicles and the types of materials involved. We incorporate actual sales data per model from internal sources. In 2025 and relevant past years, we did not use primary data from our supply chain; however, we are working closely with our key suppliers to collect primary data in the future. Additionally, upstream activities include upstream transportation related to material deliveries, as well as emissions from work-related travel and employee commuting. Emissions from company-owned car use are recorded under downstream activities.

Downstream Activities (Scope 3) Downstream activities encompass GHG emissions associated with the use and lifecycle of vehicles sold during the calendar year. This includes Tank-to-Wheel CO2 emissions, calculated

based on mileage assumptions and CO2 data per vehicle. For instance, in North America, passenger cars and light duty trucks are assumed to travel 225,865 miles (363,643 km) and heavy-duty trucks 150,000 miles (241,500 km) over 15 years, aligned with the U.S. EPA Greenhouse Gas regulations, with higher light duty truck mileage applied to passenger cars. In Europe and other regions, mileage assumptions include 50,000 km for micromobility devices, 225,000 km for passenger cars, and 300,000 km for LCVs over 15 years. Real-life consumption adjustments are also considered. For Europe, these adjustments are based on regional monitoring, with an added 20 percent to the WLTP regulatory CO2 emission value. For PHEV, real-life utility factors are applied.

Stellantis adapts its business model, and new technology launches to meet its climate-related objectives while working to satisfy consumer expectations. The Stellantis roadmap relies on three main decarbonization levers:

- low-carbon product portfolio
- sustainable supply chain

and

- efficiency of own operations

Accomplishing these objectives is dependent on the progress made in the environment in which we operate (for example, the pace of electrification adoption, which can be impacted by public policies, the rollout of charging infrastructure and access to decarbonized electricity).

Low-Carbon Product Portfolio - The low-carbon product portfolio is the most impactful decarbonization lever in working towards the Carbon Net Zero Targets.

Multi-Energy Platforms - Stellantis' LEV products worldwide are based on global platforms with multi-energy flexibility for passenger cars and light-duty trucks. These platforms allow Stellantis to adapt to the pace of electrification, customer demand and regulatory evolutions and enable high modularity with parts and technological commonality.

As mainstream EV adoption increases globally, charging has become a crucial part of the user experience, and our customers need us to be more than just a mobility provider. With this in mind, in July 2023 Stellantis launched Free2move Charge to address the needs of European customers.

MHEV and HEV Deployment - Hybrid and mild hybrid technologies recover energy generated during deceleration and reuse it, reducing fuel

consumption and CO2 emission by up to 15 percent compared to a pure ICE vehicle. MHEV technologies are already available on many Stellantis brands, for certain models, and are being expanded to further models.

In 2021, Stellantis invested £100 million in Ellesmere Port to transform the facility to battery-electric LCV production, making it the first battery electric vehicle-dedicated plant globally for Stellantis. Today, it is the UK's first and only volume EV-only manufacturing facility building the Company's small LCV range of Citroën ë-Berlingo, Vauxhall Combo Electric, Opel Combo Electric, Peugeot E-Partner and Fiat Professional E-Doblo. The Company transformed Ellesmere Port plant with a new body shop, upgraded general assembly, a compression of the site area and the creation of an on-site battery pack assembly. In addition, there is further support to enable a pathway to carbon neutrality for the plant later this decade and the plant aims to be 100% self-sufficient for electricity.

The Parts Distribution Centre is also based at Ellesmere Port.

Designed with sustainability in mind, the Stellantis PDC is the first UK warehouse to achieve outstanding BREEAM accreditation, the world-leading sustainability assessment method for the built environment and infrastructure.

This is thanks to a number of measures, including rainwater harvesting through a storage tank capable of holding up to 7,000 litres of water. Waste water is stored in ponds at the front of the building until it is treated and filtered into the Manchester Ship Canal.

The employee car park also features 32 electric vehicle charging points, while LED lighting is used throughout the building for lower energy usage.

Another key sustainability initiative is the use of the OTIF (On Time in Full) system employed by Stellantis globally to maximise the volume of parts on trucks both inbound and outbound. This has resulted in a 60% reduction in the number of return truck journeys since the opening of the PDC, equivalent to around 60 trips per week.

Declaration and Sign Off

This Carbon Reduction Plan has been completed in accordance with PPN 006 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 standard[1] and uses the appropriate Government emission conversion factors for greenhouse gas company reporting[2].

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) Standard[3].

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

Published 19/05/2026

[1] https://ghgprotocol.org/corporate-standard
[2] https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting
[3] https://ghgprotocol.org/standards/scope-3-standard