



General Motors Company

2025 CDP Corporate Questionnaire 2025

Word version

Important: this export excludes unanswered questions

This document is an export of your organization's CDP questionnaire response. It contains all data points for questions that are answered or in progress. There may be questions or data points that you have been requested to provide, which are missing from this document because they are currently unanswered. Please note that it is your responsibility to verify that your questionnaire response is complete prior to submission. CDP will not be liable for any failure to do so.

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C1. Introduction

(1.1) In which language are you submitting your response?

Select from:

English

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

Select from:

USD

(1.3) Provide an overview and introduction to your organization.

(1.3.2) Organization type

Select from:

Publicly traded organization

(1.3.3) Description of organization

At General Motors Company (sometimes referred to as we, our, us, ourselves, the Company, General Motors, or GM) we design, build and sell trucks, crossovers, cars and automobile parts and provide software-enabled services and subscriptions worldwide. Our automotive operations meet the demands of our customers through our automotive segments: GM North America (GMNA) and GM International (GMI) with vehicles developed, manufactured and/or marketed under the Buick, Cadillac, Chevrolet and GMC brands. We also have equity ownership stakes in entities that meet the demands of customers in other countries, primarily in China, with vehicles developed, manufactured and/or marketed under the Baojun, Buick, Cadillac, Chevrolet and Wuling brands. Cruise is our global segment responsible for the development of autonomous vehicle (AV) technology. We provide automotive financing services through our General Motors Financial Company, Inc. (GM Financial) segment. With global headquarters in Detroit, Michigan, GM employs 151,000 people. At December 31, 2024, we had over 100 locations in the U.S. (excluding our automotive financing operations and dealerships), which are primarily for manufacturing, assembly, distribution, warehousing, engineering and testing. The major facilities outside the U.S., which are principally vehicle manufacturing and assembly operations, are located in Brazil, Canada, China, Mexico and South Korea. GM is reporting GHG emissions in reference to the Greenhouse Gas Protocol, unless noted otherwise, for operations (Scope 1 & 2), owned or leased facilities, and joint ventures as applicable, as well as for indirect emissions (Scope 3) from upstream and downstream activities, using operational control to define the organizational boundary. We are reporting Scope 1 and 2 emissions by North America, South America, International (rest of world), GM financial, Cruise, and company-wide for Scope 3. GM's Management of Environmental Compliance and Guiding Environmental Commitments are the foundation of our Global

Environmental Policy. The commitments are a guide for all GM employees worldwide, encouraging environmental awareness in daily conduct and in the planning of future products and programs. Although GM-owned and -operated facilities have their own operating plans, all function under the common Global Environmental Policy, which provides an effective foundation for environmental stewardship. We have a robust process to enhance the integration of environmental sustainability practices into daily business decisions. This process includes ensuring compliance with applicable environmental laws and regulations globally. We also monitor our performance according to our own Environmental Performance Criteria (EPCs), which are universal corporate performance requirements designed to protect human health and the environment in accordance with the GM Global Environmental Policy. Additionally, we strive to conform to key sustainability performance indicators and environmental performance metrics. GM is a signatory to the United Nations Global Compact (UNGC), which endorses a framework of principles in the areas of human rights, labor, the environment, and anti-corruption. In 2021, GM signed the UNGC - CEO Water Mandate to address key challenges around water security. In addition, GM's commitment supports the UNGC's ten principles and the company's intent to maintain the principles and to evaluate related global best practices that may be applicable to GM.

[Fixed row]

(1.4) State the end date of the year for which you are reporting data. For emissions data, indicate whether you will be providing emissions data for past reporting years.

	End date of reporting year	Alignment of this reporting period with your financial reporting period	Indicate if you are providing emissions data for past reporting years
	12/31/2024	Select from: <input checked="" type="checkbox"/> Yes	Select from: <input checked="" type="checkbox"/> No

[Fixed row]

(1.4.1) What is your organization's annual revenue for the reporting period?

187442000000

(1.5) Provide details on your reporting boundary.

(1.5.1) Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?

Select from:

No

(1.5.2) How does your reporting boundary differ to that used in your financial statement?

Our financial statements and financial data points within this disclosure include all consolidated entities, unless otherwise stated. GM's emissions reporting boundary is in reference to the GHG Protocol, and includes facilities under GM operational control, including GM Financial and Cruise. China JV emissions are reported as Scope 3—Investments. This report is limited to GM's automotive operations conducted through certain consolidated subsidiaries. Our climate risk and opportunity process includes our global automotive operations, GM Financial, Ultium JV and Cruise. Unless otherwise stated, non-financial data related to GM Financial, GM Cruise and Nonconsolidated Affiliates (including China JVs) is not included.
[Fixed row]

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

ISIN code - bond

(1.6.1) Does your organization use this unique identifier?

Select from:

No

ISIN code - equity

(1.6.1) Does your organization use this unique identifier?

Select from:

Yes

(1.6.2) Provide your unique identifier

37045V1008

CUSIP number

(1.6.1) Does your organization use this unique identifier?

Select from:

No

Ticker symbol

(1.6.1) Does your organization use this unique identifier?

Select from:

No

SEDOL code

(1.6.1) Does your organization use this unique identifier?

Select from:

No

LEI number

(1.6.1) Does your organization use this unique identifier?

Select from:

No

D-U-N-S number

(1.6.1) Does your organization use this unique identifier?

Select from:

Yes

(1.6.2) Provide your unique identifier

832447812

Other unique identifier

(1.6.1) Does your organization use this unique identifier?

Select from:

No

[Add row]

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

Select all that apply

China

Egypt

Japan

Brazil

Canada

Colombia

Argentina

Australia

Philippines

Switzerland

France

Israel

Mexico

Ecuador

Ireland

Republic of Korea

United Arab Emirates

United States of America

(1.8) Are you able to provide geolocation data for your facilities?

	Are you able to provide geolocation data for your facilities?	Comment
	Select from: <input checked="" type="checkbox"/> Yes, for some facilities	<i>We are reporting longitude/latitude geolocation data for locations for facilities that have been identified in "water stress" areas.</i>

[Fixed row]

(1.8.1) Please provide all available geolocation data for your facilities.

Row 1

(1.8.1.1) Identifier

Ramos Arizpe Complex

(1.8.1.2) Latitude

25.51052

(1.8.1.3) Longitude

-100.96924

(1.8.1.4) Comment

No comment

Row 2

(1.8.1.1) Identifier

Silao Vehicle Assembly and Global Propulsion Complex

(1.8.1.2) Latitude

20.9514

(1.8.1.3) Longitude

-101.388

(1.8.1.4) Comment

No comment

Row 3

(1.8.1.1) Identifier

Toluca

(1.8.1.2) Latitude

19.2826

(1.8.1.3) Longitude

-99.6557

(1.8.1.4) Comment

No comment

Row 4

(1.8.1.1) Identifier

San Luis Potosi Assembly complex

(1.8.1.2) Latitude

24.0251

(1.8.1.3) Longitude

-104.604

(1.8.1.4) Comment

No comment

[Add row]

(1.21) For which transport modes will you be providing data?

Select all that apply

- Light Duty Vehicles (LDV)
- Heavy Duty Vehicles (HDV)

(1.24) Has your organization mapped its value chain?

(1.24.1) Value chain mapped

Select from:

- Yes, we have mapped or are currently in the process of mapping our value chain

(1.24.2) Value chain stages covered in mapping

Select all that apply

- Upstream value chain

(1.24.3) Highest supplier tier mapped

Select from:

- Tier 4+ suppliers

(1.24.4) Highest supplier tier known but not mapped

Select from:

- Tier 4+ suppliers

(1.24.7) Description of mapping process and coverage

Supply Chain mapping has become a required and standardized process for General Motor's supply chain partners. GM counts with an in-house IT solution called 'SupplyMap' which enables suppliers to enter their supply chain information from tier-II to tier-n. The SupplyMap application shows connections for all production suppliers that support General Motors globally. Suppliers are requested to submit and update the supply chain mapping information at several different stages of the vehicle development process, and conduct an refresh annually as required to maintain compliance.

[Fixed row]

(1.24.1) Have you mapped where in your direct operations or elsewhere in your value chain plastics are produced, commercialized, used, and/or disposed of?

	Plastics mapping	Value chain stages covered in mapping
	Select from: <input checked="" type="checkbox"/> Yes, we have mapped or are currently in the process of mapping plastics in our value chain	Select all that apply <input checked="" type="checkbox"/> Upstream value chain

[Fixed row]

C2. Identification, assessment, and management of dependencies, impacts, risks, and opportunities

(2.1) How does your organization define short-, medium-, and long-term time horizons in relation to the identification, assessment, and management of your environmental dependencies, impacts, risks, and opportunities?

Short-term

(2.1.1) From (years)

0

(2.1.3) To (years)

3

(2.1.4) How this time horizon is linked to strategic and/or financial planning

GM defines short term for risks and opportunities as a period covering up to three years and including annual budgets for capital expenditures (CAPEX) and operating expenses (OPEX). This covers, for example, successfully sourcing 100% of our electricity for our U.S. sites from renewable sources by 2025.

Medium-term

(2.1.1) From (years)

3

(2.1.3) To (years)

5

(2.1.4) How this time horizon is linked to strategic and/or financial planning

GM's medium-term plan for risks and opportunities includes three to five years of resource allocation and funds. For example, research and development on next-generation cell chemistries and form factors, while extending our investment with LG Energy Solution to include prismatic cell development.

Long-term

(2.1.1) From (years)

5

(2.1.2) Is your long-term time horizon open ended?

Select from:

Yes

(2.1.4) How this time horizon is linked to strategic and/or financial planning

Long term (greater than five years): Long term is open-ended and is based on the type of risk or opportunity. For example, our targets for operations and sold products have a target year of 2035, and our goal to achieve carbon neutrality in global products and operations extends to 2040.

[Fixed row]

(2.2) Does your organization have a process for identifying, assessing, and managing environmental dependencies and/or impacts?

	Process in place	Dependencies and/or impacts evaluated in this process
	Select from: <input checked="" type="checkbox"/> Yes	Select from: <input checked="" type="checkbox"/> Both dependencies and impacts

[Fixed row]

(2.2.1) Does your organization have a process for identifying, assessing, and managing environmental risks and/or opportunities?

	Process in place	Risks and/or opportunities evaluated in this process	Is this process informed by the dependencies and/or impacts process?
	Select from: <input checked="" type="checkbox"/> Yes	Select from: <input checked="" type="checkbox"/> Both risks and opportunities	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

(2.2.2) Provide details of your organization's process for identifying, assessing, and managing environmental dependencies, impacts, risks, and/or opportunities.

Row 1

(2.2.2.1) Environmental issue

Select all that apply

- Climate change

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

- Dependencies
- Impacts
- Risks
- Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

- Direct operations
- Upstream value chain
- Downstream value chain
- End of life management

(2.2.2.4) Coverage

Select from:

- Full

(2.2.2.5) Supplier tiers covered

Select all that apply

- Tier 3 suppliers

(2.2.2.7) Type of assessment

Select from:

- Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

- More than once a year

(2.2.2.9) Time horizons covered

Select all that apply

- Short-term
- Medium-term
- Long-term

(2.2.2.10) Integration of risk management process

Select from:

- Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

- Not location specific

(2.2.2.12) Tools and methods used

Enterprise Risk Management

- Enterprise Risk Management

International methodologies and standards

- IPCC Climate Change Projections

Other

- Scenario analysis

(2.2.2.13) Risk types and criteria considered

Acute physical

- Drought
- Tornado
- Heat waves
- Heavy precipitation (rain, hail, snow/ice)
- Flood (coastal, fluvial, pluvial, ground water)
- Storm (including blizzards, dust, and sandstorms)

Chronic physical

- Changing precipitation patterns and types (rain, hail, snow/ice)
- Changing temperature (air, freshwater, marine water)

- Heat stress
- Increased severity of extreme weather events

Policy

- Carbon pricing mechanisms
- Other policy, please specify :**Introduction of regulatory standards for previously unregulated contaminants. Lack of globally accepted and harmonized definitions**
- Changes to national legislation
- Poor coordination between regulatory bodies
- Changes to international law and bilateral agreements
- Lack of mature certification and sustainability standards

Market

- Availability and/or increased cost of raw materials
- Changing customer behavior

Reputation

- Negative press coverage related to support of projects or activities with negative impacts on the environment (e.g. GHG emissions, deforestation & conversion, water stress)

Technology

- Unsuccessful investment in new technologies

Liability

- Non-compliance with regulations

(2.2.2.14) Partners and stakeholders considered

Select all that apply

- Customers
- Local communities
- Employees
- Investors
- Suppliers

Regulators

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

No

(2.2.2.16) Further details of process

Our Strategic Risk Management (SRM) function facilitates an enterprise risk assessment. This is conducted at least annually and is supplemented with a series of inputs throughout the year. This includes, but is not limited to, external benchmarking and insights, senior leader input through interviews and surveys, and various workshop results, such as strengths, weaknesses, opportunities and threats (SWOT) analysis, to understand where our most critical risks and opportunities exist. Climate-related risks are considered as part of our enterprise risk assessment process. We evaluate climate-related risks and opportunities based on both quantitative and qualitative criteria. We generally use 1% of revenue as a proxy to assess whether further analysis is warranted to determine the risks of highest priority, along with other qualitative factors that inform our final assessment. This qualitative evaluation includes prioritizing our risks with consideration of other relevant facts and circumstances, such as strategic significance, potential financial impact, potential impact on reputation, and vulnerability of occurrence, among others. GM's qualitative climate risk assessment, conducted in 2024, considers three potential climate scenarios to identify, prioritize and mitigate climate risks. Understanding the different emissions pathways enables us to plan for a range of possible climate responses and associated impacts. Business units qualitatively evaluate GM's resilience under each scenario to inform our climate-related risks and opportunities. These scenarios are informed by peer benchmarks, in addition to the Intergovernmental Panel on Climate Change (IPCC) to assess physical risks and the International Energy Agency (IEA) to assess transition risks over short-, medium, and long-term time horizons.

Row 2

(2.2.2.1) Environmental issue

Select all that apply

Water

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

Dependencies

Impacts

- Risks
- Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

- Direct operations
- Upstream value chain

(2.2.2.4) Coverage

Select from:

- Full

(2.2.2.5) Supplier tiers covered

Select all that apply

- Tier 1 suppliers

(2.2.2.7) Type of assessment

Select from:

- Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

- More than once a year

(2.2.2.9) Time horizons covered

Select all that apply

- Short-term
- Medium-term

- Long-term

(2.2.2.10) Integration of risk management process

Select from:

- A specific environmental risk management process

(2.2.2.11) Location-specificity used

Select all that apply

- Site-specific

(2.2.2.12) Tools and methods used

Commercially/publicly available tools

- WWF Water Risk Filter

Enterprise Risk Management

- Enterprise Risk Management

Other

- Scenario analysis

(2.2.2.13) Risk types and criteria considered

Acute physical

- Drought

Chronic physical

- Groundwater depletion
- Water availability at a basin/catchment level
- Water stress

Policy

- Changes to national legislation
- Regulation of discharge quality/volumes

definitions

- Poor coordination between regulatory bodies
- Changes to international law and bilateral agreements
- Lack of mature certification and sustainability standards

Liability

- Non-compliance with regulations
- Other liability, please specify :Water intensity

- Introduction of regulatory standards for previously unregulated contaminants
- Other policy, please specify :**Lack of globally accepted and harmonized**

(2.2.2.14) Partners and stakeholders considered

Select all that apply

- Customers
- Employees
- Investors
- Local communities
- Suppliers

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

- Yes

(2.2.2.16) Further details of process

Using the water risk evaluation tool - WWF Water Risk Analysis shows baseline water stress and forecasts out to 2040 providing a comparison of risks in 2024 to those in 2030 and 2040. Comparing future growth in our 6-year business plan, shows that the risks are getting worse in the water stressed areas such as Mexico. Based on our current mitigation plan, future manufacturing planning will incorporate additional measures related to water efficiency and conservation. We use similar activities annually for our supply chain using life cycle analysis for the high water-users. The results of the WWF Water Risk Analysis are compared to local internal GM knowledge methods to calibrate the model. In 2021, we signed the CEO Water Mandate, a UN Global Compact initiative. In doing so, we joined other global

business leaders in addressing key challenges around water security. We are mapping our water progress and achievements against the mandate's six core target areas: direct operations, supply chain and watershed management, collective action, public policy, community education and transparency.

[Add row]

(2.2.7) Are the interconnections between environmental dependencies, impacts, risks and/or opportunities assessed?

(2.2.7.1) Interconnections between environmental dependencies, impacts, risks and/or opportunities assessed

Select from:

Yes

(2.2.7.2) Description of how interconnections are assessed

In addition to GM's strategic risk management process described in 2.2.2, GM conducts a comprehensive sustainability materiality assessment which actively engages with stakeholders, including employees, customers, suppliers, communities, and investors, to gather their input on environmental issues that are important to them. This engagement helps in identifying key sustainability topics and concerns. Then GM analyzes the potential environmental impacts and risks associated with its operations, products, and value chain. This analysis considers factors such as greenhouse gas emissions, water usage, waste management, and supply chain sustainability. Based on the materiality assessment and impact analysis, GM prioritizes the identified sustainability topics and focuses on areas where it can have the most significant positive impact. This ensures that resources and efforts are directed towards addressing the most critical environmental dependencies, impacts, risks, and opportunities. GM regularly reviews and updates its materiality assessment process to ensure it remains relevant and aligned with evolving sustainability challenges and stakeholder expectations. This allows for ongoing identification, assessment, and management of environmental dependencies, impacts, risks, and opportunities.

[Fixed row]

(2.3) Have you identified priority locations across your value chain?

(2.3.1) Identification of priority locations

Select from:

Yes, we have identified priority locations

(2.3.2) Value chain stages where priority locations have been identified

Select all that apply

- Direct operations
- Upstream value chain

(2.3.3) Types of priority locations identified

Sensitive locations

- Areas of limited water availability, flooding, and/or poor quality of water

Locations with substantive dependencies, impacts, risks, and/or opportunities

- Locations with substantive dependencies, impacts, risks, and/or opportunities relating to water

(2.3.4) Description of process to identify priority locations

Using the water risk evaluation tool - WWF Water Risk Atlas, shows baseline water stress and forecasts out to 2040 providing a comparison of risks in 2024 to those in 2030 and 2040. Based on our current mitigation plan, future manufacturing planning will incorporate additional measures related to water efficiency and conservation. GM's Risk and Resiliency Team monitors climate-related hazards and geopolitical issues around the world, sets up local supply agreements to guarantee supply of needed products, and monitors the availability of water in drilling and mining sites. We also rely on relationships with our utility companies to help restore grid access during outages to support our supplier operations. Our approach also involves supporting key suppliers with risk mitigation and management where appropriate, embedding disaster preparedness, climate resilience and business continuity requirements in request for quotes (RFQs) for new suppliers, and securing redundant energy supplies and strong utility relationships.

(2.3.5) Will you be disclosing a list/spatial map of priority locations?

Select from:

- Yes, we will be disclosing the list/geospatial map of priority locations

(2.3.6) Provide a list and/or spatial map of priority locations

CDP_Water_Stressed_Locations.xlsx
[Fixed row]

(2.4) How does your organization define substantive effects on your organization?

Risks

(2.4.1) Type of definition

Select all that apply

- Qualitative
- Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

- Revenue

(2.4.3) Change to indicator

Select from:

- % decrease

(2.4.4) % change to indicator

Select from:

- 1-10

(2.4.6) Metrics considered in definition

Select all that apply

- Frequency of effect occurring
- Time horizon over which the effect occurs
- Likelihood of effect occurring

(2.4.7) Application of definition

Our Strategic Risk Management (SRM) function facilitates an enterprise risk assessment. This is conducted at least annually and is supplemented with a series of inputs throughout the year. This includes, but is not limited to, external benchmarking and insights, senior leader input through interviews and surveys, and various workshop results, such as strengths, weaknesses, opportunities and threats (SWOT) analysis, to understand where our most critical risks and opportunities exist. Climate-related risks are considered as part of our enterprise risk assessment process. In addition to our global automotive operations, GM Financial, Ultium and Cruise are included in our climate risk and opportunity process to ensure that all potential impacts and associated risks are assessed and managed. We evaluate

climate-related risks and opportunities based on both quantitative and qualitative criteria. We generally use 1% of revenue as a proxy to assess whether further analysis is warranted to determine the risks of highest priority, along with other qualitative factors that inform our final assessment. This qualitative evaluation includes prioritizing our risks with consideration of other relevant facts and circumstances, such as strategic significance, potential financial impact, potential impact on reputation, and vulnerability of occurrence, among others. Risk owners are assigned to assess identified risks, and are tasked with evaluating probability of occurrence and potential financial, strategic, and reputational impact. We then determine whether our current response is appropriate given our appetite for the risk or if further mitigation is required. Note: risks identified in this questionnaire as having a "substantive" impact will vary from risk to risk based on quantitative and qualitative criteria. The use of "significant," "substantive," "material," or "materiality" in this report and our other sustainability reporting is not related to or intended to convey matters or facts that could be deemed "material" to a reasonable investor as referred to under U.S. securities laws or similar requirements of other jurisdictions.

Opportunities

(2.4.1) Type of definition

Select all that apply

Qualitative

Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

Revenue

(2.4.3) Change to indicator

Select from:

% increase

(2.4.4) % change to indicator

Select from:

1-10

(2.4.6) Metrics considered in definition

Select all that apply

- Frequency of effect occurring
- Time horizon over which the effect occurs
- Likelihood of effect occurring

(2.4.7) Application of definition

Our Strategic Risk Management (SRM) function facilitates an enterprise risk assessment. This is conducted at least annually and is supplemented with a series of inputs throughout the year. This includes, but is not limited to, external benchmarking and insights, senior leader input through interviews and surveys, and various workshop results, such as strengths, weaknesses, opportunities and threats (SWOT) analysis, to understand where our most critical risks and opportunities exist. Climate-related risks are considered as part of our enterprise risk assessment process. In addition to our global automotive operations, GM Financial, Ultium and Cruise are included in our climate risk and opportunity process to ensure that all potential impacts and associated risks are assessed and managed. We evaluate climate-related risks and opportunities based on both quantitative and qualitative criteria. We generally use 1% of revenue as a proxy to assess whether further analysis is warranted to determine the risks of highest priority, along with other qualitative factors that inform our final assessment. This qualitative evaluation includes prioritizing our risks with consideration of other relevant facts and circumstances, such as strategic significance, potential financial impact, potential impact on reputation, and vulnerability of occurrence, among others. Risk owners are assigned to assess identified risks, and are tasked with evaluating probability of occurrence and potential financial, strategic, and reputational impact. We then determine whether our current response is appropriate given our appetite for the risk or if further mitigation is required. Note: risks identified in this questionnaire as having a "substantive" impact will vary from risk to risk based on quantitative and qualitative criteria. The use of "significant," "substantive," "material," or "materiality" in this report and our other sustainability reporting is not related to or intended to convey matters or facts that could be deemed "material" to a reasonable investor as referred to under U.S. securities laws or similar requirements of other jurisdictions.

[Add row]

(2.5) Does your organization identify and classify potential water pollutants associated with its activities that could have a detrimental impact on water ecosystems or human health?

(2.5.1) Identification and classification of potential water pollutants

Select from:

- Yes, we identify and classify our potential water pollutants

(2.5.2) How potential water pollutants are identified and classified

Potential water pollutants are identified in our Workplace Safety System - Global Drinking Water Quality Technical Standard (WSS-PS16-TS01). Discharge water effluent standards and guidance are found in our Environmental Performance Criteria-003 document, where not already identified within location based discharge permits. Water pollutants include lead, copper, iron, zinc, pH, residual chlorine, total dissolved solids, total coliform bacteria, Biological Oxygen Demand, Chemical Oxygen Demand and Oil and Grease. Workplace Safety System-Global Drinking Water Quality Technical Standards are based on the United States Safe Drinking Water Act (SDWA) 1974 & amendments as well as the Safe Drinking Water Act, 2002, S.O. 2002 c. 32, Province of Ontario. EPC-003 effluent standards are based on automotive manufacturing operations or pollutants that serve as an indicator for other pollutants that may impact wastewater quality.

[Fixed row]

(2.5.1) Describe how your organization minimizes the adverse impacts of potential water pollutants on water ecosystems or human health associated with your activities.

Row 1

(2.5.1.1) Water pollutant category

Select from:

Phosphates

(2.5.1.2) Description of water pollutant and potential impacts

Inorganic pollutants, oil, nitrates, phosphates, other nutrients and oxygen demanding pollutants and other physical pollutants are mitigated through wastewater treatment processes prior to discharge at their permitted location. The various potential pollutants mentioned can have an adverse impact on the environment if discharged above the permit limitations. Exceeding the permit concentrations could cause water to become polluted, social and economical impact to the area and to GM.

(2.5.1.3) Value chain stage

Select all that apply

Direct operations

Upstream value chain

(2.5.1.4) Actions and procedures to minimize adverse impacts

Select all that apply

Water recycling

Reduction or phase out of hazardous substances

- ☑ Resource recovery
- ☑ Procedure(s) under development/ R&D
- ☑ Upgrading of process equipment/methods
- ☑ Beyond compliance with regulatory requirements
- ☑ Discharge treatment using sector-specific processes to ensure compliance with regulatory requirements
- ☑ Assessment of critical infrastructure and storage condition (leakages, spillages, pipe erosion etc.) and their resilience
- ☑ Provision of best practice instructions on product use
- ☑ Implementation of integrated solid waste management systems
- ☑ Requirement for suppliers to comply with regulatory requirements
- ☑ Industrial and chemical accidents prevention, preparedness, and response

(2.5.1.5) Please explain

Our manufacturing sites have water discharge permits that identify specific parameters of concern as well as the maximum discharge concentrations of those parameters. For example, one of our Engineering locations in Michigan has a biological wastewater treatment system and associated permit to discharge to Waters of the State of Michigan. This facility targets nitrates, phosphates and other nutrients prior to discharge. At a manufacturing facility in Michigan, they have a pre-treatment permit where various oil, metals and phosphate concentrations are lowered in order to meet compliance prior to discharge to the off-site sanitary sewer system.

[Add row]

C3. Disclosure of risks and opportunities

(3.1) Have you identified any environmental risks which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

Climate change

(3.1.1) Environmental risks identified

Select from:

Yes, both in direct operations and upstream/downstream value chain

Water

(3.1.1) Environmental risks identified

Select from:

Yes, both in direct operations and upstream/downstream value chain

Plastics

(3.1.1) Environmental risks identified

Select from:

No

(3.1.2) Primary reason why your organization does not consider itself to have environmental risks in your direct operations and/or upstream/downstream value chain

Select from:

Not an immediate strategic priority

(3.1.3) Please explain

*GM is not pursuing at this time.
[Fixed row]*

(3.1.1) Provide details of the environmental risks identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.1.1.1) Risk identifier

Select from:

Risk1

(3.1.1.3) Risk types and primary environmental risk driver

Acute physical

Other acute physical risk, please specify

(3.1.1.4) Value chain stage where the risk occurs

Select from:

Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

Brazil

Mexico

United States of America

(3.1.1.9) Organization-specific description of risk

Increased climate events disrupting GM production: In some cases, certain GM facilities produce products, systems, components and parts that disproportionately contribute a greater degree to our profitability than others and create significant interdependencies among manufacturing facilities around the world. Should these or other facilities become unavailable either temporarily or permanently, the inability to manufacture at the affected facility may in the future result in harm to our reputation, increased costs, lower revenues and the loss of customers. We may not be able to easily shift production to other facilities or to make up for lost production. Each region faces unique climate-related risks that are expected to increase in frequency and intensity. For example, GM production facility in Brazil was impacted by the heavy precipitation in the spring of 2024 that caused flooding.

(3.1.1.11) Primary financial effect of the risk

Select from:

Increased indirect [operating] costs

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

Short-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

Likely

(3.1.1.14) Magnitude

Select from:

Medium

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Increased costs to address damage caused by acute physical risks and loss value from damaged inventory in manufacturing plants and parts distribution warehouses. Potential revenue loss from production disruption. Such weather events may also adversely impact the financial condition of our customers, and thereby reduce demand for our products and services.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

Yes

(3.1.1.19) Anticipated financial effect figure in the short-term – minimum (currency)

0

(3.1.1.20) Anticipated financial effect figure in the short-term – maximum (currency)

100000000

(3.1.1.25) Explanation of financial effect figure

GM's financial impact estimate is based on consideration of repair costs, loss of sales, vehicle damages, logistics, and time and resources from other plants – using estimated historical impacts from the 2021 tornado at the GM Bowling Green Assembly plant as an example, and not considering any potential recoveries from insurance. The potential financial impact of a future tornado (or other severe weather event) at one of our key production facilities could reach \$100 million and would depend on the extent of repair, support, collaboration and other efforts required based on damage incurred, and would be approached with an objective of resuming production safely and without disruption to the customer experience. Such costs would be case specific, and vary depending on the specific plant impacted, the vehicle models produced at that plant, production capacity, profitability of such vehicles, and other plant and product-specific details.

(3.1.1.26) Primary response to risk

Infrastructure, technology and spending

Other infrastructure, technology and spending, please specify :Invest in infrastructure to manage higher water volumes during rain events.

(3.1.1.27) Cost of response to risk

5800000

(3.1.1.28) Explanation of cost calculation

The cost of responding to this risk is not tracked separately from our overall costs in performing risk management and business continuity planning, as we perform this activity encompassing many other drivers of disruptions (i.e., our process is not limited to climate-related disruptions). However, as an example, heavy

precipitation caused flooding in Brazil in June 2024 causing approximately \$1 million in clean up and production loss. There was approximately \$4.8 million in damages in 2024 from severe storms at facilities in Michigan, Colorado, and Georgia.

(3.1.1.29) Description of response

Our response to this risk includes the work of our Non-Product Portfolio Planning Group to evaluate risk and prioritize funding for mitigation. Our Global Energy Strategy Team develop proactive and reactive strategies to mitigate the impact of grid interruptions, including development of a robust Utility Restoration Plan for when facilities are impacted. When an event occurs, this plan supports sites in restoring power as quickly as possible by leveraging GM's relationships with utilities companies. Grid interruptions and their effect on facility operations are tracked and analyzed for trends by specific sites and utilities. Site Utility Managers and the Global Energy Strategy Team are evaluating tools and technologies to help mitigate risk to critical equipment and to reduce production downtime for sites that are susceptible to frequent outages. We continue to make capital investments for maintenance and upgrades to our facilities to build resilience into our operational infrastructure. Further, we insure GM against potential negative financial impact by transferring risk by obtaining insurance on our facilities.

Water

(3.1.1.1) Risk identifier

Select from:

Risk3

(3.1.1.3) Risk types and primary environmental risk driver

Acute physical

Drought

(3.1.1.4) Value chain stage where the risk occurs

Select from:

Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

Mexico

(3.1.1.7) River basin where the risk occurs

Select all that apply

- Other, please specify :Northwest Coast

(3.1.1.9) Organization-specific description of risk

Drought can disrupt GM production, particularly at facilities that contribute significantly to profitability and have interdependencies with other manufacturing facilities worldwide. Should these or other facilities become unavailable either temporarily or permanently, the inability to manufacture at the affected facility may in the future result in harm to our reputation, increased costs, lower revenues and the loss of customers. We may not be able to easily shift production to other facilities or to make up for lost production. A new facility to replace an inoperable manufacturing facility must comply with regulatory requirements, meet specialized manufacturing needs, and require specialized equipment. Each region faces a unique set of climate-related risks that are expected to increase in frequency and intensity. GM facilities in Mexico could be threatened by hotter and drier climate conditions, leading to extreme heat, drought, and wildfire impacts. Drought conditions can reduce water availability for production in water-stressed areas. For example, GM has key production facilities in North and Central Mexico: (1) Silao Complex, (2) San Luis Potosi Complex, (3) Toluca Complex, and (4) Ramos Arizpe Complex – areas impacted in 2024 by widespread drought and threat of water supply shortages, events which could impact availability of water and temporarily disrupt our production at any of these facilities.

(3.1.1.11) Primary financial effect of the risk

Select from:

- Disruption in production capacity

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

- Long-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

- Likely

(3.1.1.14) Magnitude

Select from:

- Medium-high

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

60000000

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

Yes

(3.1.1.23) Anticipated financial effect figure in the long-term – minimum (currency)

0

(3.1.1.24) Anticipated financial effect figure in the long-term – maximum (currency)

60000000

(3.1.1.25) Explanation of financial effect figure

The potential financial impact of a future water supply shortage at a GM facility in Mexico would be case specific, and vary depending on the specific plant impacted, the vehicle models produced at that plant, production capacity, profitability of such vehicles, existing mitigation strategies, and other plant and product-specific details. As an example, we estimate a 5% reduction in our production of certain vehicles in North America could approximate a \$60 million reduction in earnings before interest and taxes (EBIT)-adjusted, using a one-month impact in this example, and assuming production could not be recovered.

(3.1.1.26) Primary response to risk

Infrastructure, technology and spending

Adopt water efficiency, water reuse, recycling and conservation practices

(3.1.1.27) Cost of response to risk

7000000

(3.1.1.28) Explanation of cost calculation

Our SLP facility produces vehicles and transmissions while the use of a Zero Liquid Discharge system is being operated to reuse water in the process, reduce additional withdrawal from deep wells, and reduce the risk of production impacts due to regional water scarcity. In 2024, approximately \$4.4 million was invested in CAPEX and OPEX upgrades in order to increase water re-use capacity and efficiency of the system. GM continues to invest in the Ramos Arizpe wastewater treatment/water recycling operation. In 2024, approximately \$2 million was spent on upgrades which will allow the facility to increase capacity and operate more efficiently, thereby reducing the need for additional well water extraction. To reduce the volume of wastewater sludge sent offsite, a small wastewater treatment system designed for a specific wastewater stream began installation at the Silao Assembly Complex in 2024 at an investment of \$532 thousand.

(3.1.1.29) Description of response

GM integrated water management into its annual business planning process and set targets for each facility to reduce water use intensity 35% by 2035 against a 2010 baseline. Reduction methods are implemented at a facility level and include conservation with behavioral activities, improving equipment efficiency, and reuse. When plants are located in water stressed areas, special consideration is given to water treatment technologies. In 2008, a Zero Liquid Discharge (ZLD) system was installed at our San Luis Potosi, Mexico Complex where vehicles and transmissions are produced. The ZLD continues to be operated and enhanced upon to reuse water in our operating process, reduce withdrawal from deep wells, and reduce the risk of lack of water for production while providing an opportunity to continue production without interruption.

Climate change

(3.1.1.1) Risk identifier

Select from:

Risk2

(3.1.1.3) Risk types and primary environmental risk driver

Policy

Changes to regulation of existing products and services

(3.1.1.4) Value chain stage where the risk occurs

Select from:

Downstream value chain

(3.1.1.6) Country/area where the risk occurs

Select all that apply

United States of America

(3.1.1.9) Organization-specific description of risk

We are subject to state and federal governmental regulations, as well as regulations from governments outside of the United States, relating to fuel economy standards and greenhouse gas (GHG) emissions. Based on our current and forecasted sales mix, we expect in the near term to have shortfalls in complying with current U.S. regulations. There are several methods to comply with these regulations that we have utilized and may continue to utilize, including, but not limited to, increasing production and sales of certain vehicles, such as electric vehicles (EVs); curtailing production of certain vehicles, such as internal combustion engine (ICE) vehicles; certain technology changes; and/or the purchase of GHG/Corporate Average Fuel Economy (CAFE) credits from third parties. There is uncertainty around the future availability of credits and consumer demand for EVs, each of which could impact our ability to comply with these regulations. In addition, the U.S. Government has begun to take action to reduce the stringency and/or scope of these regulations, which could improve our compliance position.

(3.1.1.11) Primary financial effect of the risk

Select from:

Fines, penalties or enforcement orders

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

Medium-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

Likely

(3.1.1.14) Magnitude

Select from:

Medium-high

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

In July 2025, the One Big Beautiful Bill Act set the civil penalties for noncompliance with CAFE standards to zero. Under other current regulations, shortfalls to certain other mandated fuel economy and emissions targets could result in legal or regulatory proceedings, the recall or decertification of one or more of our products, negotiated remedial actions, fines and penalties, and/or restricted product offerings. Additional compliance costs, including potential fines and penalties, are not reasonably estimable and could be substantial.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

No

(3.1.1.26) Primary response to risk

Diversification

Develop new products, services and/or markets

(3.1.1.27) Cost of response to risk

17000000000

(3.1.1.28) Explanation of cost calculation

Impact of risk on future time horizons are confidential and part of our overall EV strategy. Further, as market factors continue to evolve (e.g., government incentives, strategic relationships, etc.), the total cost/investment amount is dynamic.

(3.1.1.29) Description of response

Maintain a diverse product portfolio—including a robust lineup of EVs and a strategic plug-in hybrid electric vehicle (PHEV) offering—to meet evolving customer needs and comply with regulatory requirements. While PHEVs support the transition in the near term, their role may diminish with changes to the regulatory environment. Our portfolio now features the broadest lineup of EVs in the industry. Models such as the Cadillac LYRIQ, GMC HUMMER EV, Chevrolet Equinox EV, Blazer EV, and Silverado EV all supported significant momentum in 2024. We are committed to growing responsibly and profitably, even as demand fluctuates. Our EV transformation is designed with multiple layers of flexibility, enabling us to adapt to changing market conditions. Our near-term profitability is dependent upon the success of our current line of ICE vehicles, particularly our full-size ICE SUVs and full-size ICE pickup trucks. We are also using the cash generated by our ICE vehicles to fund our growth strategy, including our EV technology and capacity—leveraging the strategic investments we have made in our own battery platform, a resilient supply chain and a scalable portfolio. Since 2019, GM has announced more than \$17 billion in EV investments to support production, research and development, and supply chain transformation. A core focus of this investment strategy is the expansion of GM’s EV production footprint across North America. This includes the retooling of existing facilities and the development of new manufacturing capabilities to support a diverse range of vehicles.

[Add row]

(3.1.2) Provide the amount and proportion of your financial metrics from the reporting year that are vulnerable to the substantive effects of environmental risks.

Climate change

(3.1.2.1) Financial metric

Select from:

Other, please specify :Net Income

(3.1.2.4) Amount of financial metric vulnerable to physical risks for this environmental issue (unit currency as selected in 1.2)

100000000

(3.1.2.5) % of total financial metric vulnerable to physical risks for this environmental issue

Select from:

Less than 1%

(3.1.2.7) Explanation of financial figures

GM's financial impact estimate is based on consideration of repair costs, loss of sales, vehicle damages, logistics, and time and resources from other plants – using estimated historical impacts from the 2021 tornado at the GM Bowling Green Assembly plant as an example and not considering any potential recoveries from insurance. The potential financial impact of a future tornado (or other severe weather event) at one of our key production facilities could reach \$100 million and would depend on the extend of repair, support, collaboration and other efforts required based on damage incurred, and would be approached with an objective of resuming production safely and without disruption to the customer experience. Such costs would be case specific, and vary depending on the specific plant impacted, the vehicle models produced at that plant, production capacity, profitability of such vehicles, and other plant and product-specific details.

Water

(3.1.2.1) Financial metric

Select from:

Other, please specify :Net Income

(3.1.2.4) Amount of financial metric vulnerable to physical risks for this environmental issue (unit currency as selected in 1.2)

60000000

(3.1.2.5) % of total financial metric vulnerable to physical risks for this environmental issue

Select from:

Less than 1%

(3.1.2.7) Explanation of financial figures

The potential financial impact of a future water supply shortage at a GM facility in Mexico would be case specific, and vary depending on the specific plant impacted, the vehicle models produced at that plant, production capacity, profitability of such vehicles, existing mitigation strategies, and other plant and product-specific details. As an example, we estimate a 5% reduction in our production of certain vehicles in North America could approximate a \$60 million reduction in earnings before interest and taxes (EBIT)-adjusted, using a one-month impact in this example, and assuming production could not be recovered.

[Add row]

(3.2) Within each river basin, how many facilities are exposed to substantive effects of water-related risks, and what percentage of your total number of facilities does this represent?

Row 1

(3.2.1) Country/Area & River basin

Mexico

Other, please specify :Rio Grande Bravo

(3.2.2) Value chain stages where facilities at risk have been identified in this river basin

Select all that apply

Direct operations

(3.2.3) Number of facilities within direct operations exposed to water-related risk in this river basin

1

(3.2.4) % of your organization's total facilities within direct operations exposed to water-related risk in this river basin

Select from:

Less than 1%

(3.2.10) % organization's total global revenue that could be affected

Select from:

1-10%

(3.2.11) Please explain

The Ramos Arizpe complex provides approximately 6% of our total production at GM which includes many key products such as the Chevrolet Blazer (ICE and EV), Chevrolet Equinox (ICE and EV), Cadillac OPTIQ as well as other vehicles. The Ramos Arizpe impact considers approximate production volume out of total volume. Actual impact to revenue would vary depending on the product mix.

Row 2

(3.2.1) Country/Area & River basin

Mexico

Other, please specify :Rio Lerma/Lerma River

(3.2.2) Value chain stages where facilities at risk have been identified in this river basin

Select all that apply

Direct operations

(3.2.3) Number of facilities within direct operations exposed to water-related risk in this river basin

2

(3.2.4) % of your organization’s total facilities within direct operations exposed to water-related risk in this river basin

Select from:

Less than 1%

(3.2.10) % organization’s total global revenue that could be affected

Select from:

1-10%

(3.2.11) Please explain

The Silao complex provides about 10% of our total production at GM which includes may key products such as the Chevrolet Silverado and GMC Sierra. The Silao impact considers approximate production volume out of total volume. Toluca plant is a propulsion system and foundry. Actual impact to revenue would vary depending on the product mix.

Row 3

(3.2.1) Country/Area & River basin

Mexico

Other, please specify :Pacific Coast

(3.2.2) Value chain stages where facilities at risk have been identified in this river basin

Select all that apply

Direct operations

(3.2.3) Number of facilities within direct operations exposed to water-related risk in this river basin

(3.2.4) % of your organization’s total facilities within direct operations exposed to water-related risk in this river basin

Select from:

Less than 1%

(3.2.10) % organization’s total global revenue that could be affected

Select from:

1-10%

(3.2.11) Please explain

The San Luis Potosi complex provides about 8% of our total production at GM which includes many key products such as the Chevrolet Equinox and GMC Terrain as well as transmissions for multiple models within the GM portfolio. The San Luis Potosi impact considers approximate production volume out of total volume. Actual impact to revenue would vary depending on the product mix.

[Add row]

(3.3) In the reporting year, was your organization subject to any fines, enforcement orders, and/or other penalties for water-related regulatory violations?

	Water-related regulatory violations
	Select from: <input checked="" type="checkbox"/> No

[Fixed row]

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

Select from:

Yes

(3.5.1) Select the carbon pricing regulation(s) which impact your operations.

Select all that apply

China national ETS

Korea ETS

Ontario EPS - ETS

(3.5.2) Provide details of each Emissions Trading Scheme (ETS) your organization is regulated by.

China national ETS

(3.5.2.1) % of Scope 1 emissions covered by the ETS

18.6

(3.5.2.2) % of Scope 2 emissions covered by the ETS

81.4

(3.5.2.3) Period start date

01/01/2024

(3.5.2.4) Period end date

12/31/2024

(3.5.2.5) Allowances allocated

87472

(3.5.2.6) Allowances purchased

0

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

20301

(3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

89107

(3.5.2.9) Details of ownership

Select from:

Other, please specify :Owned operations for headquarters and Joint Venture for operations.

(3.5.2.10) Comment

As our China and US Joint Venture ownerships include a managing director from GM for operations, we include active JV's in our carbon reporting and jointly share best practices.

Korea ETS

(3.5.2.1) % of Scope 1 emissions covered by the ETS

33.1

(3.5.2.2) % of Scope 2 emissions covered by the ETS

66.9

(3.5.2.3) Period start date

01/01/2023

(3.5.2.4) Period end date

12/31/2023

(3.5.2.5) Allowances allocated

275923

(3.5.2.6) Allowances purchased

0

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

82248

(3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

166201

(3.5.2.9) Details of ownership

Select from:

Facilities we own and operate

(3.5.2.10) Comment

2024 balance was +56,324 tons. (Variance from free-allocated -1,788 tons, Carried over from 2023: +58,112 tons) - GM sold 14,100 CO2eq tons in July 2024 and carried over 42,224 tons to 2025. In addition, the estimated 2025 balance is +48,055 tons. Since the current carbon credit price is very low (8,790 KRW/ton). we plan to carry over the maximum amount (40,045 tons) allowed by law and sell the remaining credits (8,010 tons) in July. Carryover is allowed up to 5 times the volume of credits sold.

Ontario EPS - ETS

(3.5.2.1) % of Scope 1 emissions covered by the ETS

99

(3.5.2.2) % of Scope 2 emissions covered by the ETS

0

(3.5.2.3) Period start date

01/01/2024

(3.5.2.4) Period end date

12/31/2024

(3.5.2.5) Allowances allocated

120179

(3.5.2.6) Allowances purchased

0

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

102808

(3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

0

(3.5.2.9) Details of ownership

Select from:

Facilities we own and operate

(3.5.2.10) Comment

GM's primary focus for global ETS is energy efficiency to minimize allocations purchased and maximize carbon credits for sale. Won't issue banked credits until Sept.

[Fixed row]

(3.5.4) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?

GM's goal to reduce Scope 1 and Scope 2 GHG emissions from our operations by 72% by 2035 against a 2018 baseline requires continuous improvement in energy efficiency. To meet this target, GM needs to implement energy efficiency projects as part of our business plan. Our strategy for participating in regulated emissions trading schemes in Canada, Korea and China is to continue implementing energy efficiency projects and initiatives to reduce GHG and provide value from the sale of carbon credits in the marketplace to provide additional funding for continuous improvement.

(3.6) Have you identified any environmental opportunities which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

	Environmental opportunities identified
Climate change	Select from: <input checked="" type="checkbox"/> Yes, we have identified opportunities, and some/all are being realized
Water	Select from: <input checked="" type="checkbox"/> Yes, we have identified opportunities, and some/all are being realized

[Fixed row]

(3.6.1) Provide details of the environmental opportunities identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

Opp1

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Products and services

- Shift in consumer preferences

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

- Downstream value chain

(3.6.1.8) Organization specific description

Through the continued expansion and evolution of GM's EV portfolio, ability to expand into new markets and attract new customers, as well as demonstrate to existing customers that there is an EV to meet their needs.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

- Increased revenues resulting from increased demand for products and services

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

- Short-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

- Likely (66–100%)

(3.6.1.12) Magnitude

Select from:

- Medium

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Increased revenue and increase the number of “conquest sales” by meeting diverse customer needs by offering a range of EV models with different price points, features, and capabilities GM’s financial impact estimate varies widely depending on markets, initiatives, sales and other assumptions, but is shown here using potential future EV revenue. For this reason, GM chooses to not disclose anticipated revenue.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

No

(3.6.1.24) Cost to realize opportunity

17000000000

(3.6.1.25) Explanation of cost calculation

Since 2019, GM has announced more than \$17 billion in EV investments to support production, research and development, and supply chain transformation. A core focus of this investment strategy is the expansion of GM’s EV production footprint across North America. This includes the retooling of existing facilities and the development of new manufacturing capabilities to support a diverse range of vehicles.

(3.6.1.26) Strategy to realize opportunity

Our portfolio now features the broadest lineup of EVs in the industry. Models such as the Cadillac LYRIQ, GMC HUMMER EV, Chevrolet Equinox EV, Blazer EV, and Silverado EV all supported significant momentum in 2024. We are committed to growing responsibly and profitably, even as demand fluctuates. Our EV transformation is designed with multiple layers of flexibility, enabling us to adapt to changing market conditions. Our near-term profitability is dependent upon the success of our current line of ICE vehicles, particularly our full-size ICE SUVs and full-size ICE pickup trucks. We are also using the cash generated by our ICE vehicles to fund our growth strategy, including our EV technology and capacity—leveraging the strategic investments we have made in our own battery platform, a resilient supply chain and a scalable portfolio. Expanding EV infrastructure is key to reducing climate-related market risks and unlocking new opportunities in the shift to a low-carbon economy.. GM EV drivers currently have access to more than 231,000 public chargers in the United States and Canada. GM is enhancing EV charging access across North America through key collaborations: EVgo with 2,000+ fast-charging stalls installed. Pilot Travel Centers with 500+ fast-charging stalls installed ChargePoint with up to 500 ultra-fast chargers are planned IONNA as a JV with seven other automakers, targeting 30,000 high-powered stalls by 2030.

Water

(3.6.1.1) Opportunity identifier

Select from:

- Opp2

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Resource efficiency

- Reduced water usage and consumption

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

- Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

- United States of America

(3.6.1.6) River basin where the opportunity occurs

Select all that apply

- Unknown
- Other, please specify :Grand River Basin, Maumee River Basin

(3.6.1.8) Organization specific description

Implemented an alternate low flow rinse nozzle at all of GM's paint shops after a successful trial in 2023. This resulted in over 425,000 m3 of annual water savings. Our Fort Wayne, IN Assembly Complex installed a concentrate Reverse Osmosis (CRO) system which captures RO reject water for reuse that would typically go to drain. This system was commissioned in 2024 and in the eight months of operation has eliminated over 35,000 m3 of water consumption through re-use. At our Grand Rapids, MI facility, a piece of process equipment was experiencing faults and downtime due to overheating. The plant switched to once-through city water cooling to maintain production and could have remained with that source of cooling. The plant implemented a reuse option resulting in 363,000 m3 of water being

saved. In 2024, training for GM employees and suppliers, on our water journey including the progress to our 2035 goals, innovative projects that have been implemented or are being explored.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

- Reduced indirect (operating) costs

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

- Short-term
- Medium-term
- Long-term
- The opportunity has already had a substantive effect on our organization in the reporting year

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

- Likely (66–100%)

(3.6.1.12) Magnitude

Select from:

- Medium-high

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Positive impact to financials expected due to lower water bill and incentives. Demand of reused/treated water also plays a role in the determination of the financial aspect. Ultimately, the volumes of water from these projects will reduce potable water consumption at the sites.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

Yes

(3.6.1.17) Anticipated financial effect figure in the short-term - minimum (currency)

3094480

(3.6.1.18) Anticipated financial effect figure in the short-term – maximum (currency)

3094480

(3.6.1.19) Anticipated financial effect figure in the medium-term - minimum (currency)

15472400

(3.6.1.20) Anticipated financial effect figure in the medium-term - maximum (currency)

15472400

(3.6.1.21) Anticipated financial effect figure in the long-term - minimum (currency)

30944800

(3.6.1.22) Anticipated financial effect figure in the long-term – maximum (currency)

30944800

(3.6.1.23) Explanation of financial effect figures

*Global low flow nozzle savings based on 425,000 m³ * 3.76/m³ (average 2024 GMNA cost of water) = \$1,598,000. Fort Wayne Complex savings based on 35,000 m³ * 3.76/m³ = \$131,600. Grand Rapids facility savings based on 363,000 m³ * \$3.76/m³ = \$1,364,880*

(3.6.1.25) Explanation of cost calculation

Cost savings are based on the elimination of potable water consumption (gallons) multiplied by the average manufacturing and non-manufacturing GM North America rate for potable water (\$/m³)

(3.6.1.26) Strategy to realize opportunity

Over the past decade, we have been dedicated to achieving our 2035 goal to reduce the water intensity of our operations by 35% compared to a 2010 baseline. We continue to invest in water-efficient systems and recycling strategies to reduce our water consumption. Arlington Paint Technical team worked with our Water, Energy, Carbon Optimization group-Water SME to evaluate all uses of water within the Paint Shop. Upon additional exploration, it was determined that the vehicles were rinsed thoroughly after a short time moving through the spray assembly and the additional water was not required. With the success of this trial, global implementation occurred in 2024.

[Add row]

(3.6.2) Provide the amount and proportion of your financial metrics in the reporting year that are aligned with the substantive effects of environmental opportunities.

Climate change

(3.6.2.1) Financial metric

Select from:

Other, please specify :Automotive cash provided by (used in) investing activities

(3.6.2.2) Amount of financial metric aligned with opportunities for this environmental issue (unit currency as selected in 1.2)

1000000000

(3.6.2.3) % of total financial metric aligned with opportunities for this environmental issue

Select from:

1-10%

(3.6.2.4) Explanation of financial figures

Calculation includes investment in Ultium battery cell production and Lithium Americas EV supply chain in 2024. Included in investment activities are capital expenditures which GM does not disclose specifically related to EVs.

Water

(3.6.2.1) Financial metric

Select from:

Other, please specify :Net Income

(3.6.2.2) Amount of financial metric aligned with opportunities for this environmental issue (unit currency as selected in 1.2)

3094480

(3.6.2.3) % of total financial metric aligned with opportunities for this environmental issue

Select from:

Less than 1%

(3.6.2.4) Explanation of financial figures

Based on short term potential water savings from projects described in question 3.6.1. Amount of potential opportunity was divided by 2024 net income to provide estimate percent of total financial metric aligned with opportunities.

[Add row]

C4. Governance

(4.1) Does your organization have a board of directors or an equivalent governing body?

(4.1.1) Board of directors or equivalent governing body

Select from:

Yes

(4.1.2) Frequency with which the board or equivalent meets

Select from:

More frequently than quarterly

(4.1.3) Types of directors your board or equivalent is comprised of

Select all that apply

Executive directors or equivalent

Independent non-executive directors or equivalent

(4.1.4) Board diversity and inclusion policy

Select from:

Yes, and it is publicly available

(4.1.5) Briefly describe what the policy covers

The Company's Corporate Governance Guidelines identify the Board's commitment to seeking highly qualified candidates that reflect the diverse backgrounds of GM's global workforce and customer base, thereby ensuring women and individuals from minority groups are included in the pool from which Board nominees are selected. Our Board recognizes the value of overall diversity and considers members' and candidates' opinions, perspectives, personal and professional experiences, and backgrounds, including gender, race, ethnicity, nationality, and sexual orientation. We believe the judgment and perspectives offered by a diverse Board improves the quality of decision-making and enhances the Company's business performance. Such diversity can help the Board respond more effectively to the needs of customers, shareholders, employees, suppliers, and other stakeholders.

(4.1.6) Attach the policy (optional)

GM Corporate Governance Guidelines _August 2022.pdf
[Fixed row]

(4.1.1) Is there board-level oversight of environmental issues within your organization?

	Board-level oversight of this environmental issue
Climate change	Select from: <input checked="" type="checkbox"/> Yes
Water	Select from: <input checked="" type="checkbox"/> Yes
Biodiversity	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

(4.1.2) Identify the positions (do not include any names) of the individuals or committees on the board with accountability for environmental issues and provide details of the board's oversight of environmental issues.

Climate change

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

- Chief Sustainability Officer (CSO)
- Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

- Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

- Other policy applicable to the board, please specify :Committee Charter

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

- Scheduled agenda item in some board meetings – at least annually

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

- Reviewing and guiding annual budgets
- Overseeing the setting of corporate targets
- Monitoring progress towards corporate targets
- Approving corporate policies and/or commitments
- Overseeing and guiding public policy engagement
- Monitoring compliance with corporate policies and/or commitments
- Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities
- Overseeing and guiding major capital expenditures
- Monitoring the implementation of the business strategy
- Overseeing reporting, audit, and verification processes
- Overseeing and guiding the development of a business strategy
- Overseeing and guiding acquisitions, mergers, and divestitures

(4.1.2.7) Please explain

The Board is committed to sound corporate governance policies and practices that are designed and routinely assessed to enable GM to operate its business responsibly, sustain its success and build long-term shareholder value. The Board also works with management to integrate certain sustainability principles into the company's business strategy, when appropriate. This includes agenda items and discussions related to sustainability and governance topics at Board and committee meetings. Governance and Corporate Responsibility Committee (GCRC): Oversee the Company's sustainability initiatives, strategies, and practices and when appropriate, review in advance of publication, key sustainability disclosures. Manages the Board's shareholder engagement program. Audit Committee: Reviews the disclosure process and control procedures over financial and sustainability disclosures. Oversees the Internal Audit function, GM Audit Services (GMAS), which

provides independent, objective assurance on the effectiveness of risk management, internal controls and governance processes within GM. GMAS' annual audit plan includes coverage of controls around sustainability disclosures including workplace and product safety, ethics and compliance, environmental and cybersecurity risks. Finance Committee: Reviews capital expenditures to support GM's growth strategy through new and continued investment in internal combustion engines (ICE) and electric vehicles (EVs) and other important initiatives. Regularly reviews the financial performance of the company's vehicle portfolio and recommends the Board approve certain vehicle programs, while also monitoring momentum on ICE and EV sales and franchise profitability. Supports the company's battery raw material strategy by reviewing strategic transactions that diversify the supply chain and enhance resiliency. Oversees the company's long-term plan to deliver sustainable earnings among ICE and EV profitability. Risk and Cybersecurity Committee: Reviews GM's strategic, operational and cybersecurity risks, including product safety, vehicle cybersecurity, climate change and regulatory risk. Reviews the company's risk management framework.

Water

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

- Chief Sustainability Officer (CSO)
- Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

- Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

- Other policy applicable to the board, please specify :Committee Charter

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

- Scheduled agenda item in some board meetings – at least annually

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

- Reviewing and guiding annual budgets
- Overseeing the setting of corporate targets
- Monitoring progress towards corporate targets
- Approving corporate policies and/or commitments
- Overseeing and guiding public policy engagement
- Monitoring compliance with corporate policies and/or commitments
- Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities
- Overseeing and guiding major capital expenditures
- Monitoring the implementation of the business strategy
- Overseeing reporting, audit, and verification processes
- Overseeing and guiding the development of a business strategy
- Overseeing and guiding acquisitions, mergers, and divestitures

(4.1.2.7) Please explain

The Board is committed to sound corporate governance policies and practices that are designed and routinely assessed to enable GM to operate its business responsibly, sustain its success and build long-term shareholder value. The Board also works with management to integrate certain sustainability principles into the company's business strategy, when appropriate. This includes agenda items and discussions related to sustainability and governance topics at Board and committee meetings. Governance and Corporate Responsibility Committee (GCRC): Oversee the Company's sustainability initiatives, strategies, and practices and when appropriate, review in advance of publication, key sustainability disclosures. Manages the Board's shareholder engagement program. Audit Committee: Reviews the disclosure process and control procedures over financial and sustainability disclosures. Oversees the Internal Audit function, GM Audit Services (GMAS), which provides independent, objective assurance on the effectiveness of risk management, internal controls and governance processes within GM. GMAS' annual audit plan includes coverage of controls around sustainability disclosures including workplace and product safety, ethics and compliance, environmental and cybersecurity risks. Finance Committee: Reviews capital expenditures to support GM's growth strategy through new and continued investment in internal combustion engines (ICE) and electric vehicles (EVs) and other important initiatives. Regularly reviews the financial performance of the company's vehicle portfolio and recommends the Board approve certain vehicle programs, while also monitoring momentum on ICE and EV sales and franchise profitability. Supports the company's battery raw material strategy by reviewing strategic transactions that diversify the supply chain and enhance resiliency. Oversees the company's long-term plan to deliver sustainable earnings among ICE and EV profitability. Risk and Cybersecurity Committee: Reviews GM's strategic, operational and cybersecurity risks, including product safety, vehicle cybersecurity, climate change and regulatory risk. Reviews the company's risk management framework.

Biodiversity

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

- Chief Sustainability Officer (CSO)
- Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

- Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

- Other policy applicable to the board, please specify :Committee Charter

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

- Scheduled agenda item in some board meetings – at least annually

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

- Reviewing and guiding annual budgets
- Overseeing the setting of corporate targets
- Monitoring progress towards corporate targets
- Approving corporate policies and/or commitments
- Overseeing and guiding public policy engagement
- Monitoring compliance with corporate policies and/or commitments
- Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities
- Overseeing and guiding major capital expenditures
- Monitoring the implementation of the business strategy
- Overseeing reporting, audit, and verification processes
- Overseeing and guiding the development of a business strategy
- Overseeing and guiding acquisitions, mergers, and divestitures

(4.1.2.7) Please explain

The Board is committed to sound corporate governance policies and practices that are designed and routinely assessed to enable GM to operate its business responsibly, sustain its success and build long-term shareholder value. The Board also works with management to integrate certain sustainability principles into the company's business strategy, when appropriate. This includes agenda items and discussions related to sustainability and governance topics at Board and committee meetings. Governance and Corporate Responsibility Committee (GCRC): Oversee the Company's sustainability initiatives, strategies, and practices and when appropriate, review in advance of publication, key sustainability disclosures. Manages the Board's shareholder engagement program. Audit Committee: Reviews the disclosure process and control procedures over financial and sustainability disclosures. Oversees the Internal Audit function, GM Audit Services (GMAS), which provides independent, objective assurance on the effectiveness of risk management, internal controls and governance processes within GM. GMAS' annual audit plan includes coverage of controls around sustainability disclosures including workplace and product safety, ethics and compliance, environmental and cybersecurity risks. Finance Committee: Reviews capital expenditures to support GM's growth strategy through new and continued investment in internal combustion engines (ICE)

and electric vehicles (EVs) and other important initiatives. Regularly reviews the financial performance of the company's vehicle portfolio and recommends the Board approve certain vehicle programs, while also monitoring momentum on ICE and EV sales and franchise profitability. Supports the company's battery raw material strategy by reviewing strategic transactions that diversify the supply chain and enhance resiliency. Oversees the company's long-term plan to deliver sustainable earnings among ICE and EV profitability. Risk and Cybersecurity Committee: Reviews GM's strategic, operational and cybersecurity risks, including product safety, vehicle cybersecurity, climate change and regulatory risk. Reviews the company's risk management framework.
[Fixed row]

(4.2) Does your organization's board have competency on environmental issues?

Climate change

(4.2.1) Board-level competency on this environmental issue

Select from:

Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply

Integrating knowledge of environmental issues into board nominating process

Having at least one board member with expertise on this environmental issue

Other, please specify :Prior to recommending an incumbent replacement or additional director, review their qualifications, individual performance and contributions, capability, availability to serve, conflicts of interest and ESG expertise

(4.2.3) Environmental expertise of the board member

Experience

Executive-level experience in a role focused on environmental issues

Experience in an organization that is exposed to environmental-scrutiny and is going through a sustainability transition

Active member of an environmental committee or organization

Other

Other, please specify :Board has undertaken an annual self-evaluation to identify expertise

Water

(4.2.1) Board-level competency on this environmental issue

Select from:

Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply

- Integrating knowledge of environmental issues into board nominating process
- Having at least one board member with expertise on this environmental issue
- Other, please specify :Prior to recommending an incumbent replacement or additional director, review their qualifications, individual performance and contributions, capability, availability to serve, conflicts of interest and ESG expertise

(4.2.3) Environmental expertise of the board member

Experience

- Executive-level experience in a role focused on environmental issues
- Experience in an organization that is exposed to environmental-scrutiny and is going through a sustainability transition
- Active member of an environmental committee or organization

Other

- Other, please specify :Board has undertaken an annual self-evaluation to identify expertise

[Fixed row]

(4.3) Is there management-level responsibility for environmental issues within your organization?

	Management-level responsibility for this environmental issue
Climate change	Select from: <input checked="" type="checkbox"/> Yes
Water	Select from: <input checked="" type="checkbox"/> Yes
Biodiversity	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

(4.3.1) Provide the highest senior management-level positions or committees with responsibility for environmental issues (do not include the names of individuals).

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

- Chief Sustainability Officer (CSO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

- Assessing environmental dependencies, impacts, risks, and opportunities
- Managing environmental dependencies, impacts, risks, and opportunities

Engagement

- Managing public policy engagement related to environmental issues

Policies, commitments, and targets

- Measuring progress towards environmental corporate targets
- Setting corporate environmental targets

Strategy and financial planning

- Conducting environmental scenario analysis
- Developing a climate transition plan
- Implementing a climate transition plan

(4.3.1.4) Reporting line

Select from:

- Other, please specify :Vice President of Battery, Propulsion & Sustainability

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

- Annually

(4.3.1.6) Please explain

At the management level, GM uses a top-down and bottom-up approach to risk governance. The management team appoints members to the Risk Advisory Council—an executive-level body with cross-functional representation from each business unit. This group monitors key business and emerging risks and champions the integration of risk management practices across their respective functions and regions. The Environment, Social, and Governance (ESG) Disclosure Committee is a cross-functional group that oversees GM's sustainability disclosures. It is chaired by our vice president, global business solutions and chief accounting officer, chief sustainability officer (CSO), and assistant corporate secretary and assistant general counsel. The CSO, who reports to the vice president of Battery, Propulsion & Sustainability, leads enterprise-wide sustainability efforts. This role is responsible for coordinating sustainability strategy across the company and ensuring alignment with EV product teams to enhance integration and execution.

Water

(4.3.1.1) Position of individual or committee with responsibility

Executive level

- Chief Executive Officer (CEO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

- Assessing environmental dependencies, impacts, risks, and opportunities
- Managing environmental dependencies, impacts, risks, and opportunities

Engagement

- Managing public policy engagement related to environmental issues

Policies, commitments, and targets

- Measuring progress towards environmental corporate targets
- Setting corporate environmental targets

(4.3.1.4) Reporting line

Select from:

- Other, please specify :Vice President of Battery, Propulsion & Sustainability

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

- Annually

(4.3.1.6) Please explain

At the management level, GM uses a top-down and bottom-up approach to risk governance. The management team appoints members to the Risk Advisory Council—an executive-level body with cross-functional representation from each business unit. This group monitors key business and emerging risks and champions the integration of risk management practices across their respective functions and regions. The Environment, Social, and Governance (ESG) Disclosure Committee is

a cross-functional group that oversees GM's sustainability disclosures. It is chaired by our vice president, global business solutions and chief accounting officer, chief sustainability officer (CSO), and assistant corporate secretary and assistant general counsel. The CSO, who reports to the vice president of Battery, Propulsion & Sustainability, leads enterprise-wide sustainability efforts. This role is responsible for coordinating sustainability strategy across the company and ensuring alignment with EV product teams to enhance integration and execution.

Biodiversity

(4.3.1.1) Position of individual or committee with responsibility

Executive level

- Chief Executive Officer (CEO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

- Assessing environmental dependencies, impacts, risks, and opportunities
- Managing environmental dependencies, impacts, risks, and opportunities

Engagement

- Managing public policy engagement related to environmental issues

Policies, commitments, and targets

- Measuring progress towards environmental corporate targets
- Setting corporate environmental targets

(4.3.1.4) Reporting line

Select from:

- Other, please specify :Vice President of Battery, Propulsion & Sustainability

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

Annually

(4.3.1.6) Please explain

At the management level, GM uses a top-down and bottom-up approach to risk governance. The management team appoints members to the Risk Advisory Council—an executive-level body with cross-functional representation from each business unit. This group monitors key business and emerging risks and champions the integration of risk management practices across their respective functions and regions. The Environment, Social, and Governance (ESG) Disclosure Committee is a cross-functional group that oversees GM's sustainability disclosures. It is chaired by our vice president, global business solutions and chief accounting officer, chief sustainability officer (CSO), and assistant corporate secretary and assistant general counsel. The CSO, who reports to the vice president of Battery, Propulsion & Sustainability, leads enterprise-wide sustainability efforts. This role is responsible for coordinating sustainability strategy across the company and ensuring alignment with EV product teams to enhance integration and execution.

[Add row]

(4.6) Does your organization have an environmental policy that addresses environmental issues?

	Does your organization have any environmental policies?
	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

(4.6.1) Provide details of your environmental policies.

Row 1

(4.6.1.1) Environmental issues covered

Select all that apply

Climate change

(4.6.1.2) Level of coverage

Select from:

- Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

- Direct operations
- Upstream value chain
- Downstream value chain

(4.6.1.4) Explain the coverage

We are committed to the public disclosure of greenhouse gas emissions.

(4.6.1.5) Environmental policy content

Climate-specific commitments

- Commitment to 100% renewable energy

Social commitments

- Other social commitment, please specify :Encourage participation in the Supplier ESG Partnership Pledge

Row 2

(4.6.1.1) Environmental issues covered

Select all that apply

- Water

(4.6.1.2) Level of coverage

Select from:

- Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

- Direct operations
- Upstream value chain

(4.6.1.4) Explain the coverage

We are committed to responsibly using water and achieving water intensity goals while taking actions that preserve water quality and conservation across our operations, in our supply chain, and in the communities in which we operate.

(4.6.1.5) Environmental policy content

Environmental commitments

- Commitment to comply with regulations and mandatory standards

Water-specific commitments

- Commitment to control/reduce/eliminate water pollution
- Commitment to the conservation of freshwater ecosystems
- Commitment to water stewardship and/or collective action
- Other water-related commitment, please specify :Commitment to safely managed Water, Sanitation and Hygiene (WASH) in local communities

Row 3

(4.6.1.1) Environmental issues covered

Select all that apply

- Biodiversity

(4.6.1.2) Level of coverage

Select from:

- Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

- Direct operations
- Upstream value chain

(4.6.1.4) Explain the coverage

We are committed to being good stewards of the environment by minimizing our impacts and by participating actively in educating the public regarding environmental conservation and biodiversity.

(4.6.1.5) Environmental policy content

Environmental commitments

- Other environmental commitment, please specify :GM's Sustainable Natural Rubber Policy commits to the protection of critical wildlife habitats and GM Environmental Policy commits to education of environmental conservation and biodiversity

Additional references/Descriptions

- Other additional reference/description, please specify :Protecting and promoting biodiversity through wildlife habitat certification and protection

[Add row]

(4.10) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

(4.10.1) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

Select from:

- Yes

(4.10.2) Collaborative framework or initiative

Select all that apply

- Ceres
- RE100
- CEO Water Mandate (GPSNR), Emission First Partnership
- UN Global Compact
- Climate Action 100+
- Science-Based Targets for Nature (SBTN)
- Task Force on Climate-related Financial Disclosures (TCFD)
- Other, please specify :**Global Platform on Sustainable Natural Rubber**

(4.10.3) Describe your organization's role within each framework or initiative

Frameworks Climate Action 100+: We support this voluntary initiative by responding to the Net Zero Company Benchmark as part of broader collective efforts toward a net-zero emissions economy. Task Force on Climate-related Financial Disclosures (TCFD): We align our climate reporting with the TCFD framework. U.N. Global Compact: We are a participating member of the UNGC, supporting its Ten Principles and working to advance responsible business practices globally. GPSNR: GM is a founding and Executive Committee member of the Global Platform for Sustainable Natural Rubber. Initiative and/or commitment CEO Water Mandate: In 2021, we signed the CEO Water Mandate, a UN Global Compact initiative. Ceres: For the past decade, our Global Sustainability Team has engaged with stakeholders through Ceres. RE100: We are members and have committed to matching 100% of our electricity use with renewable electricity for our U.S. sites by the end of 2025, and globally by 2035. SBTN: We are actively contributing as a Corporate Engagement Program member of Science Based Targets for Nature Emissions First Partnership: We are actively contributing to discussions on enhancing the Scope 2 greenhouse gas accounting framework.
[Fixed row]

(4.11) In the reporting year, did your organization engage in activities that could directly or indirectly influence policy, law, or regulation that may (positively or negatively) impact the environment?

(4.11.1) External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the environment

Select all that apply

- Yes, we engaged directly with policy makers
- Yes, we engaged indirectly through, and/or provided financial or in-kind support to a trade association or other intermediary organization or individual whose activities could influence policy, law, or regulation

(4.11.2) Indicate whether your organization has a public commitment or position statement to conduct your engagement activities in line with global environmental treaties or policy goals

Select from:

No, and we do not plan to have one in the next two years

(4.11.5) Indicate whether your organization is registered on a transparency register

Select from:

Yes

(4.11.6) Types of transparency register your organization is registered on

Select all that apply

Mandatory government register

(4.11.7) Disclose the transparency registers on which your organization is registered & the relevant ID numbers for your organization

*LD2 Activity Reports: Senate ID 400472332-12 / House ID 409350000 LD203 Contribution Reports: Senate ID 400472332 / House ID 40935
[Fixed row]*

(4.11.1) On what policies, laws, or regulations that may (positively or negatively) impact the environment has your organization been engaging directly with policy makers in the reporting year?

Row 1

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

Implementing the Inflation Reduction Act

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Financial mechanisms (e.g., taxes, subsidies, etc.)

- Subsidies on infrastructure
- Subsidies on products or services
- Taxes on products or services

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

- National

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

Select all that apply

- United States of America

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

Select from:

- Support with minor exceptions

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

A competitive tax rate is one of the most important components of the U.S. tax system, as it allows American companies to compete and expand investments in the United States. While raising the U.S. corporate tax rate may produce additional revenue in the short term, we understand the economic research consensus is that higher corporate taxes slow growth and investment. An increase in the corporate tax rate would make the U.S. tax rate one of the highest in the OECD.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

- Regular meetings
- Ad-hoc meetings

- Discussion in public forums
- Participation in working groups organized by policy makers
- Submitting written proposals/inquiries

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

GM supports the new clean energy tax credits, including the purchase incentives for new, used, and commercial EVs. In particular, GM supports the advanced manufacturing tax credits.

Row 2

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

U.S. Environmental Protection Agency (EPA) Multi-Pollutant Emissions Standards for Model Year 2027 and Later Light-Duty and Medium-Duty Vehicles (the “Final Rule”)

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

- Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Environmental impacts and pressures

- Emissions – CO2
- Emissions – methane
- Emissions – other GHGs

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

- National

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

Select all that apply

- United States of America

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

Select from:

- Support with no exceptions

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

- Regular meetings
- Submitting written proposals/inquiries

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

The Final Rule, coupled with the EV incentives enacted in the IRA, creates a significant carbon-reducing policy for motor vehicles.

[Add row]

(4.11.2) Provide details of your indirect engagement on policy, law, or regulation that may (positively or negatively) impact the environment through trade associations or other intermediary organizations or individuals in the reporting year.

Row 1

(4.11.2.1) Type of indirect engagement

Select from:

- Indirect engagement via a trade association

(4.11.2.4) Trade association

North America

Alliance for Automotive Innovation

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

GM is aligned with AAI in its belief that the regulations need to change in order to better align with consumer demand.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

No, we have not evaluated

Row 2

(4.11.2.1) Type of indirect engagement

Select from:

- Indirect engagement via a trade association

(4.11.2.4) Trade association

North America

- Other trade association in North America, please specify :Business Roundtable

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

- Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

- Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

- Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

GM and the BRT are aligned on numerous climate policy positions and advocate for solutions that address climate change through multiple pathways. These include market-based strategies, encouraging the importance of placing a value on carbon, investing in advanced technologies that eliminate carbon emissions, and driving energy efficiency economy-wide.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

- No, we have not evaluated

Row 3

(4.11.2.1) Type of indirect engagement

Select from:

- Indirect engagement via a trade association

(4.11.2.4) Trade association

North America

- US Chamber of Commerce

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

- Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

- Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

The Chamber has progressed in its climate change position. GM and other members worked with The Chamber to align on climate change priorities. GM's Global Public Policy team has had discussions with Chamber staff and responded to formal solicitations for input from members to ensure that GM's policy views are communicated.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

No, we have not evaluated

Row 4

(4.11.2.1) Type of indirect engagement

Select from:

Indirect engagement via a trade association

(4.11.2.4) Trade association

North America

Other trade association in North America, please specify :Truck and Engine Manufacturers Association

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

Climate change

(4.11.2.6) Indicate whether your organization’s position is consistent with the organization or individual you engage with

Select from:

- Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual’s position in the reporting year

Select from:

- Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization’s position is consistent with or differs from the organization or individual’s position, and any actions taken to influence their position

GM is aligned with EMA in its belief that the regulations need to change in order to better align with consumer demand.

(4.11.2.11) Indicate if you have evaluated whether your organization’s engagement is aligned with global environmental treaties or policy goals

Select from:

- No, we have not evaluated

Row 5

(4.11.2.1) Type of indirect engagement

Select from:

- Indirect engagement via a trade association

(4.11.2.4) Trade association

North America

- Other trade association in North America, please specify :American Automotive Policy Council

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

Because international trade is within the scope of AAPC's efforts, AAPC's policy priority is to advance regulatory harmonization. GM has continuously advocated for harmonizing standards where possible to enable the export of U.S. products that meet strict standards on emissions and safety to global markets.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

No, we have not evaluated

Row 6

(4.11.2.1) Type of indirect engagement

Select from:

- Indirect engagement via other intermediary organization or individual

(4.11.2.2) Type of organization or individual

Select from:

- Non-Governmental Organization (NGO) or charitable organization

(4.11.2.3) State the organization or position of individual

Clean Energy Buyer's Association (CEBA)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

- Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

- Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

- Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

GM is aligned with CEBA's mission to advance low-cost, reliable, carbon emissions-free global electricity systems.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

- No, we have not evaluated

Row 7

(4.11.2.1) Type of indirect engagement

Select from:

- Indirect engagement via other intermediary organization or individual

(4.11.2.2) Type of organization or individual

Select from:

- Non-Governmental Organization (NGO) or charitable organization

(4.11.2.3) State the organization or position of individual

RE100 / The Climate Group

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

- Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

- Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

- Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

GM is aligned with RE100 / The Climate Group, as GM is committed to 100% renewable electricity. Further, in general, GM is aligned with RE100's six global policy priorities: - Affordability - Ambition - Power purchase agreements (PPAs) - Green tariffs - Self-generation - Credible claims

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

- No, we have not evaluated

Row 8

(4.11.2.1) Type of indirect engagement

Select from:

- Indirect engagement via other intermediary organization or individual

(4.11.2.2) Type of organization or individual

Select from:

- Non-Governmental Organization (NGO) or charitable organization

(4.11.2.3) State the organization or position of individual

Renewable Thermal Collaborative (RTC)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

GM is aligned with RTC's position to scale up renewable heating and cooling solutions, thereby reducing Scope 1 greenhouse gas emissions.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

No, we have not evaluated

Row 9

(4.11.2.1) Type of indirect engagement

Select from:

- Indirect engagement via other intermediary organization or individual

(4.11.2.2) Type of organization or individual

Select from:

- Non-Governmental Organization (NGO) or charitable organization

(4.11.2.3) State the organization or position of individual

Electricity Customer Alliance

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

- Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

- Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

- Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

GM is aligned with Electricity Customer Alliance's position in advancing their principles of: - Lowest Cost Availability (electricity prices) - Access to Data - Differentiated Supply Options - Enhanced Reliability and Security - Simplicity in Rates - Environmental Preferences

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

No, we have not evaluated

[Add row]

(4.12) Have you published information about your organization's response to environmental issues for this reporting year in places other than your CDP response?

Select from:

Yes

(4.12.1) Provide details on the information published about your organization's response to environmental issues for this reporting year in places other than your CDP response. Please attach the publication.

Row 1

(4.12.1.1) Publication

Select from:

In mainstream reports, in line with environmental disclosure standards or frameworks

(4.12.1.2) Standard or framework the report is in line with

Select all that apply

TCFD

(4.12.1.3) Environmental issues covered in publication

Select all that apply

Climate change

Water

(4.12.1.4) Status of the publication

Select from:

- Complete

(4.12.1.5) Content elements

Select all that apply

- Strategy
- Governance
- Emission targets
- Emissions figures
- Risks & Opportunities
- Value chain engagement
- Water accounting figures

(4.12.1.7) Attach the relevant publication

2024_TCFD_Report.pdf

[Add row]

C5. Business strategy

(5.1) Does your organization use scenario analysis to identify environmental outcomes?

Climate change

(5.1.1) Use of scenario analysis

Select from:

Yes

(5.1.2) Frequency of analysis

Select from:

Annually

Water

(5.1.1) Use of scenario analysis

Select from:

Yes

(5.1.2) Frequency of analysis

Select from:

Annually

[Fixed row]

(5.1.1) Provide details of the scenarios used in your organization's scenario analysis.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

- IEA NZE 2050

(5.1.1.3) Approach to scenario

Select from:

- Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

- Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

- Acute physical
- Chronic physical
- Policy
- Market
- Technology

(5.1.1.6) Temperature alignment of scenario

Select from:

- 1.5°C or lower

(5.1.1.7) Reference year

2024

(5.1.1.8) Timeframes covered

Select all that apply

- 2025
- 2030
- 2040
- 2050

(5.1.1.9) Driving forces in scenario

Stakeholder and customer demands

- Consumer sentiment
- Other stakeholder and customer demands driving forces, please specify :Stakeholder and customer demands driving forces, please specify - Customer EV Adoption

Regulators, legal and policy regimes

- Global regulation

Macro and microeconomy

- Domestic growth
- Globalizing markets

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

GM performed a qualitative assessment on our transition risks using inputs to develop scenario for aggressive mitigation (1.5C). Key sources of input for the assessment were the IEA report on Global EV Outlook 2024,; IPCC SSP1-2.6; and IEA NZE2050. We looked at short-term (zero to three years), medium-term (three to five years) and long-term (over five years) outlooks. GM conducted a quantitative physical risk assessment for our manufacturing and essential non-manufacturing facilities under 1.5C temperature scenario. Potential dependencies and uncertainties regarding the scenarios which could impact GM include but are not limited to: consumer adoption of EVs and change in policies, especially regarding vehicle emission and fuel economy standard.

(5.1.1.11) Rationale for choice of scenario

Aggressive mitigation was chosen to understand potential impacts from steep decarbonization globally to limit global temperature increase below 1.5 C. This provides consideration of the financial risk and opportunities to the business if society decarbonizes.

Water

(5.1.1.1) Scenario used

Climate transition scenarios

- IEA SDS

(5.1.1.3) Approach to scenario

Select from:

- Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

- Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

- Acute physical
- Chronic physical
- Policy
- Market
- Technology

(5.1.1.6) Temperature alignment of scenario

Select from:

- 2.0°C - 2.4°C

(5.1.1.7) Reference year

(5.1.1.8) Timeframes covered

Select all that apply

- 2025
- 2030
- 2040
- 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

- Changes to the state of nature
- Changes in ecosystem services provision
- Climate change (one of five drivers of nature change)

Stakeholder and customer demands

- Consumer sentiment
- Other stakeholder and customer demands driving forces, please specify :Customer EV adoption

Regulators, legal and policy regimes

- Global regulation

Macro and microeconomy

- Globalizing markets

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

GM performed a qualitative assessment on our transition risks using inputs to develop scenario for moderate climate action (2-2.5C). Key sources of input for the assessment were IPCC SSP2-4.5; IEA SDS and APS2. We looked at short-term (zero to three years), medium-term (three to five years) and long-term (over five years) outlooks. GM conducted a quantitative physical risk assessment for our manufacturing and essential non-manufacturing facilities at 2 and 2.5C temperature scenario. Potential dependencies and uncertainties regarding the scenarios which could impact GM include but are not limited to: consumer adoption of EVs and change in policies, especially regarding vehicle emission and fuel economy standard.

(5.1.1.11) Rationale for choice of scenario

Scenario was chosen to assess moderate decarbonization with moderate transition and physical risks. Moderate global coordination to tackle climate change, as governments meet their announced climate commitments (e.g., Nationally Determined Contributions), with actions including provision of access to sustainable, affordable, and modern energy.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

- IEA SDS

(5.1.1.3) Approach to scenario

Select from:

- Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

- Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

- Acute physical
- Chronic physical
- Policy
- Market
- Technology

(5.1.1.6) Temperature alignment of scenario

Select from:

- 2.0°C - 2.4°C

(5.1.1.7) Reference year

2024

(5.1.1.8) Timeframes covered

Select all that apply

- 2025
- 2030
- 2040
- 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

- Changes to the state of nature
- Changes in ecosystem services provision
- Climate change (one of five drivers of nature change)

Stakeholder and customer demands

- Consumer sentiment
- Other stakeholder and customer demands driving forces, please specify :Customer EV Adoption

Regulators, legal and policy regimes

- Global regulation

Macro and microeconomy

- Domestic growth
- Globalizing markets

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

GM performed a qualitative assessment on our transition risks using inputs to develop scenario for moderate climate action (2-2.5C). Key sources of input for the assessment were IPCC SSP2-4.5; IEA SDS and APS2. We looked at short-term (zero to three years), medium-term (three to five years) and long-term (over five years) outlooks. GM conducted a quantitative physical risk assessment for our manufacturing and essential non-manufacturing facilities at 2 and 2.5C temperature scenario. Potential dependencies and uncertainties regarding the scenarios which could impact GM include but are not limited to: consumer adoption of EVs and change in policies, especially regarding vehicle emission and fuel economy standard.

(5.1.1.11) Rationale for choice of scenario

Scenario was chosen to assess moderate decarbonization with moderate transition and physical risks. Moderate global coordination to tackle climate change, as governments meet their announced climate commitments (e.g., Nationally Determined Contributions), with actions including provision of access to sustainable, affordable, and modern energy.

Water

(5.1.1.1) Scenario used

Water scenarios

- WWF Water Risk Filter

(5.1.1.3) Approach to scenario

Select from:

- Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

- Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

- Acute physical

- Chronic physical

(5.1.1.7) Reference year

2024

(5.1.1.8) Timeframes covered

Select all that apply

- 2025
- 2030
- Other, please specify :2010 to 2035

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

- Changes to the state of nature
- Number of ecosystems impacted
- Changes in ecosystem services provision

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

GM conducts, at a minimum, an annual global assessment of water-related risks in all areas where facilities are operating. For any proposed facility expansion, water-related risks are evaluated using the WWF Water Risk Filter prior to project approval. It is important to note that water risk levels may fluctuate due to factors such as facility-specific production demands, the alignment between current and prospective products, and naturally occurring local or regional events.

(5.1.1.11) Rationale for choice of scenario

Using the water risk evaluation tool - WWF Water Risk Filter shows water risk and forecasts out to 2050 providing a comparison of risks in 2024 to those in 2030 and 2050. Comparing future growth in our 6-year business plan, shows that the risks are getting worse in the water stressed areas such as Mexico. Based on our current mitigation plan, future manufacturing planning will incorporate additional measures related to water efficiency and conservation. We use similar activities for our supply chain using life cycle analysis for the high water-users. The results of the WWF Water Risk Analysis are compared to local internal GM knowledge methods to calibrate the model. In 2021, we signed the CEO Water Mandate, a UN Global Compact initiative. In doing so, we joined other global business leaders in addressing

key challenges around water security. We are mapping our water progress and achievements against the mandate's six core target areas: direct operations, supply chain and watershed management, collective action, public policy, community education and transparency.

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

RCP 8.5

(5.1.1.3) Approach to scenario

Select from:

Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

Acute physical

Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

4.0°C and above

(5.1.1.7) Reference year

2024

(5.1.1.8) Timeframes covered

Select all that apply

- 2025
- 2030
- 2040
- 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

- Changes to the state of nature
- Changes in ecosystem services provision
- Climate change (one of five drivers of nature change)

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

GM performed a qualitative assessment on our transition risks using inputs to develop scenario for moderate climate action (4C). Key sources of input for the assessment were IPCC SSP5-8.5 and IEA STEPS. We looked at short-term (zero to three years), medium-term (three to five years) and long-term (over five years) outlooks. GM conducted a quantitative physical risk assessment for our manufacturing and essential non-manufacturing facilities at 4C temperature scenario. Potential dependencies and uncertainties regarding the scenarios which could impact GM include but are not limited to: consumer adoption of EVs and change in policies, especially regarding vehicle emission and fuel economy standard.

(5.1.1.11) Rationale for choice of scenario

Scenario provides potential impacts from extreme weather and climate related events may continue to get more frequent and intense. Understanding the different emissions pathways enables us to plan for a range of possible climate responses and associated impacts. Under a “business as usual”, high-carbon pathway (RCP 8.5), global carbon emissions could potentially continue to rise at the current rate with global temperature rises as likely as not to exceed 4°C.
[Add row]

(5.1.2) Provide details of the outcomes of your organization’s scenario analysis.

Climate change

(5.1.2.1) Business processes influenced by your analysis of the reported scenarios

Select all that apply

- Risk and opportunities identification, assessment and management
- Strategy and financial planning
- Resilience of business model and strategy
- Capacity building
- Target setting and transition planning

(5.1.2.2) Coverage of analysis

Select from:

- Organization-wide

(5.1.2.3) Summarize the outcomes of the scenario analysis and any implications for other environmental issues

GM's qualitative climate risk assessment, conducted in 2024, considers three potential climate scenarios to identify, prioritize and mitigate climate risks. Understanding the different emissions pathways enables us to plan for a range of possible climate responses and associated impacts. Business units qualitatively evaluate GM's resilience under each scenario to inform our climate-related risks and opportunities. These scenarios are informed by peer benchmarks, in addition to the Intergovernmental Panel on Climate Change (IPCC) to assess physical risks and the International Energy Agency (IEA) to assess transition risks. These climate scenarios range from an aggressive climate action scenario with global warming of < 1.5°C (Paris Agreement, SSP1-2.6), a moderate climate action scenario with warming of an average of 2 - 2.5°C (SSP2-4.5) to current climate action > 4°C (SSP5-8.5). Below are examples for how scenario analysis is used to inform our business strategy. 1.5C and 2-2.5C scenario: Expected increase in emission policy and regulatory risks, increase market for EVs and accelerated low carbon innovation. Potential impact of policy changes on GHG emissions includes reduction in revenue driven by a drop in ICE vehicle sales to meet emissions requirements, and an increase in compliance and operational costs. Response is portfolio diversity-breadth and depth of EV offerings. Our near-term profitability is dependent upon the success of our current line of ICE vehicles, particularly our full-size ICE SUVs and full-size ICE pickup trucks. We are also using the cash generated by our ICE vehicles to fund our growth strategy, including with respect to EVs. GM is investing in charging infrastructure to support EV adoption, for example GM and EVgo installed more than 2,000 fast-charging stalls across the U.S. by the end of 2024. 4C scenario: There is a slower adoption of EVs, less risk from policies, and more risk from physical effects to our assets. GM conducted a quantitative physical risk assessment for our manufacturing and essential nonmanufacturing facilities in 2024. The analysis incorporated emissions pathways from IPCC including 1.5°C Paris Ambition, 2°C Paris Limit, 2.5°C Stated Policy, 3°C Current Policy and >4°C No Policy. Physical hazard exposure from drought/water stress, flash floods, freeze, heatwaves, riverine floods and temperate/tropical windstorms were assessed across short (2024 – 2026), medium (2027 -2028) and long-term (2050) time horizons. Our substantive physical risks identified under the stated policy emission pathway are flash floods near term. Impacts could be increased costs to address damage caused by acute physical risks and loss value from damaged inventory in manufacturing plants and parts distribution warehouses. Potential revenue loss from production disruption. Such weather events may also adversely impact the financial condition of our customers, and thereby reduce demand for our products and services. Mitigations include business continuity plans to

reduce risk of impact to production, evaluating risk and prioritize infrastructure funding for mitigation. Proactive and reactive strategies to mitigate impact of grid interruptions. Assessing tools and technologies to lower risks to critical equipment and minimize production downtime at sites prone to frequent outages.

Water

(5.1.2.1) Business processes influenced by your analysis of the reported scenarios

Select all that apply

- Risk and opportunities identification, assessment and management
- Strategy and financial planning
- Resilience of business model and strategy
- Capacity building
- Target setting and transition planning

(5.1.2.2) Coverage of analysis

Select from:

- Organization-wide

(5.1.2.3) Summarize the outcomes of the scenario analysis and any implications for other environmental issues

Mexico and some US GM facilities are primarily threatened by the compounding effects of hotter and drier climate conditions, leading to extreme heat, drought, and wildfire impacts. GM has key production facilities in North and Central Mexico: (1) Silao Complex (Chevrolet Silverado/GMC Sierra assembly, engine and transmission production), (2) San Luis Potosi Complex (GMC Terrain/Chevrolet Equinox assembly, stamping and transmission production), (3) Toluca Complex (GPS/Foundry), and (4) Ramos Arizpe Complex (Chevrolet Blazer, Chevrolet Blazer EV, Chevrolet Equinox), engine production). This could reduce water availability for the affected locations causing disruption at the facilities leading to production stoppages, increased downtime, and loss of assets and/or inventory.

[Fixed row]

(5.3) Have environmental risks and opportunities affected your strategy and/or financial planning?

(5.3.1) Environmental risks and/or opportunities have affected your strategy and/or financial planning

Select from:

- Yes, both strategy and financial planning

(5.3.2) Business areas where environmental risks and/or opportunities have affected your strategy

Select all that apply

- Products and services
- Upstream/downstream value chain
- Investment in R&D
- Operations

[Fixed row]

(5.3.1) Describe where and how environmental risks and opportunities have affected your strategy.

Products and services

(5.3.1.1) Effect type

Select all that apply

- Risks
- Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

- Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Our primary environmental driver is our EV transition, which we also see as an opportunity. A key element in our EV strategy is Ultium, our dedicated EV propulsion architecture. This platform is flexible and will be deployed across multiple brands and vehicle sizes, styles and drive configurations, allowing for quick response to customer preferences and a shorter design and development lead time compared to our ICE vehicles. We have expanded our EV portfolio over a wide variety of segments and price points to now be the leader with broadest range of EVs available. Our strategy is dependent upon consumer adoption of EVs. For example, lack of EV charging infrastructure can impact consumer demand for EVs: Consumer adoption of EVs will be critical to the success of GM's strategy which is an identified short-term risk. To address this, we are investing in EV charging infrastructure development, working with dealer network to expose customers to EVs and focusing on developing longer-range vehicles. For example, by the end of 2024, together, GM and EVgo installed more than 2,000 fast-charging stalls in metro locations across the United States. GM is working to accelerate EV adoption by delivering a range of EV models across categories and through investments in the EV

ecosystem, including home, workplace and public charging, energy management and education. We are also focusing on bidirectional and V2X technologies, including vehicle to home (V2H) and vehicle to grid (V2G) to help minimize energy costs and capitalize on new streams of revenue.

Upstream/downstream value chain

(5.3.1.1) Effect type

Select all that apply

Risks

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

Climate change

Water

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Our Global Purchasing and Supply Chain (GPSC) organization is dedicated to building a resilient and sustainable supply chain that supports our EV product lines and beyond. By fostering strong relationships with a diverse range of suppliers, we continuously enhance our competitiveness, mitigate risks and optimize quality and efficiency in our value streams. This approach helps to secure the long-term success of our EVs. For example, in September 2024, GM along with Honda, Ford, Magna and Toyota, launched the “Transform: Auto” program in collaboration with Supplier Partnership for the Environment and the sustainability advisory firm Trio. This initiative aims to drive the adoption of renewable energy across the automotive supply chain, specifically targeting the reduction of Scope 3 emissions. By providing tailored guidance and expert support, the program assists automotive suppliers in procuring renewable energy to lower their Scope 2 emissions. Offered at no cost to Tier I suppliers of the participating companies, Transform: Auto complements ongoing efforts to standardize supply chain emissions data collection, engaging thousands of manufacturing sites in the process. Physical risks are incorporated in sourcing process for flood, tornado, tsunami, and storm risks. Additionally, We utilized the World Wildlife Fund (WWF) Water Risk Filter to help identify water risks such as floods and droughts for suppliers, which is used to support water engagement priorities for mitigations.

Investment in R&D

(5.3.1.1) Effect type

Select all that apply

Risks

Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

Climate change

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Our primary environmental driver is our EV transition, which we also see as an opportunity. As reported in GM's 2024 Form 10-K, costs for research, manufacturing engineering, software engineering, product engineering and design and development activities primarily relate to developing new products or services or improving existing products or services, including activities related to vehicle and greenhouse gas (GHG) emissions control, improved fuel economy, EVs, AVs and the safety of drivers and passengers. Research and development expenses were \$9.2 billion, \$9.9 billion and \$9.8 billion in the years ended December 31, 2024, 2023 and 2022. As an example, at our Global Technical Center campus we research new battery chemistries and form factors with advanced battery manufacturing methods at Wallace Battery Cell Innovation Center. In 2024 we were under construction for a new Battery Cell Development Center is intended to accelerate the development and commercialization of new, more affordable EV batteries, by serving as a bridge between low-volume prototyping and full-scale manufacturing.

Operations

(5.3.1.1) Effect type

Select all that apply

Risks

Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

Climate change

Water

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Our Global Energy Strategy Team works on proactive and reactive strategies to mitigate the impact of grid interruptions. This includes developing a robust Utility Restoration Plan for when facilities are impacted. When an event occurs, this plan supports sites in restoring power as quickly as possible by leveraging GM's relationships with utilities companies. These relationships are also used to support GM suppliers impacted by utility outages. Grid interruptions and their effect on facility operations are tracked and analyzed for trends by specific sites and utilities. Site utility managers and the Global Energy Strategy Team are evaluating tools and technologies to help mitigate risk to critical equipment and to reduce production downtime for sites that are susceptible to frequent outages. Water is managed

locally, with each facility setting its own annual improvement targets in line with the level of water stress in the area. Innovative approaches have allowed facilities to continue production without disruptions, even in water-stressed areas such as Mexico and China. We have integrated water management into our annual business planning processes and remain dedicated to achieving our 2035 goal to reduce the water intensity of our operations by 35% compared to a 2010 baseline. And in 2021, we signed the CEO Water Mandate—a UN Global Compact initiative—joining other global business leaders in addressing key challenges around water security. We are mapping our water progress and achievements against the mandate’s six core target areas: direct operations, supply chain and watershed management, collective action, public policy, community education and transparency. We continue to strive for efficiency and use of renewable energy to transition toward a low-carbon pathway, and we make capital investments for maintenance and upgrades to our facilities to build resilience into our operational infrastructure. Supply chain visibility is key to proactively identifying and mitigating sustainability risks and impacts. Our in-house supply chain visibility tool integrates GM plants, Tier I, II and III suppliers, and logistics nodes to map geographic locations and relationships across our global supply chain. We work with suppliers to prepare for climate-related risks, an approach that includes establishing disaster plans.

[Add row]

(5.3.2) Describe where and how environmental risks and opportunities have affected your financial planning.

Row 1

(5.3.2.1) Financial planning elements that have been affected

Select all that apply

- Assets
- Revenues
- Direct costs
- Indirect costs
- Access to capital
- Capital allocation
- Capital expenditures

(5.3.2.2) Effect type

Select all that apply

- Risks
- Opportunities

(5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply

- Climate change

(5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

GM's annual budgets for capital expenditures (CAPEX) and operating expenses (OPEX) have been influenced to support our goal of carbon neutrality. This covers, for example, securing the contracts needed to match 100% of GM's electricity use for our U.S. facilities with renewable energy by the end of 2025. Our capital allocation and investments includes investment increased equity earnings related to Ultium Cells Holdings LLC of \$0.7 billion in 2024. Our known current material uses of cash include, among other possible demands, capital spending and our investments in our battery cell manufacturing joint ventures of approximately \$10.0 billion to \$11.0 billion in 2025. Since 2019, GM has announced more than \$17 billion in EV investments to support production, research and development, and supply chain transformation. Our near-term profitability is dependent upon the success of our current line of ICE vehicles, particularly our full-size ICE SUVs and full-size ICE pickup trucks. We are also using the cash generated by our ICE vehicles to fund our growth strategy, including with respect to EVs.

Row 2

(5.3.2.1) Financial planning elements that have been affected

Select all that apply

- Assets
- Revenues
- Direct costs
- Indirect costs
- Access to capital
- Capital allocation
- Capital expenditures

(5.3.2.2) Effect type

Select all that apply

- Risks
- Opportunities

(5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply

Water

(5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

Strategic planning for facilities includes the evaluation of water security in the local areas where our facility plans reveal a need for capital investment to ensure water security, including addressing water scarcity, quality, and discharge compliance. These identified funding requirements are included in our 5-year portfolio spending plan. When operating in these types of water stressed areas, strategies are developed and included in our portfolio plan of capital spending. An example is at our Ramos Arizpe Complex in Mexico that is served by deep non-renewable wells. To decrease water withdrawal from the wells, over \$48 million in capital spend over the past five years has occurred. Additional projects to upgrade the water treatment system and increase the reuse system capacity began in 2024 with an additional investment of over \$5 million. Our 5- year portfolio spending plans are used in combination with our Asset Condition & Planning Tool (ACAP) which tracks the remaining useful life of our equipment through its entire lifecycle. The ACAP data is used to foresee the end of life of assets. The long-term planning horizons coincide with GM's long term planning cycles for facilities, which last for 15 or more years. In Mexico, where the San Luis Potosi Complex relies on deep non-renewable wells, capital investments in water and wastewater reuse have totaled over \$5.9 million in the past two years, with an additional \$7.2 million earmarked for 2024-2025 projects.

[Add row]

(5.4) 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	Methodology or framework used to assess alignment with your organization's climate transition
	Select from: <input checked="" type="checkbox"/> Yes	Select all that apply <input checked="" type="checkbox"/> Other methodology or framework

[Fixed row]

(5.4.1) Quantify the amount and percentage share of your spending/revenue that is aligned with your organization's climate transition.

Row 1

(5.4.1.1) Methodology or framework used to assess alignment

Select from:

Other, please specify

(5.4.1.5) Financial metric

Select from:

Revenue/Turnover

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

4

(5.4.1.12) Details of the methodology or framework used to assess alignment with your organization's climate transition

We do not disclose the revenue of battery electric vehicles, thus we use the share of U.S. electric vehicles in total U.S sales to extrapolate to 4%. Impact of risk on future time horizons are confidential and part of our overall EV strategy. Further, as market factors continue to evolve (e.g., government incentives, strategic relationships, our response to various scenarios, etc.).

[Add row]

(5.5) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

(5.5.1) Investment in low-carbon R&D

Select from:

Yes

(5.5.2) Comment

GM's innovations around electrification and mobility include EVs and charging infrastructure, autonomous vehicle technology and electric fleet vehicles. Costs for research, manufacturing engineering, software engineering, product engineering and design and development activities primarily relate to developing new products or

services or improving existing products or services, including activities related to vehicle and greenhouse gas (GHG) emissions control, improved fuel economy, EVs, AVs and the safety of drivers and passengers. As reported in GM's 2024 Form 10-K, our R&D expenditures were \$9.2 billion in 2024. As an example, in 2024, GM's new Battery Cell Development Center was construction on our Global Technical Center campus in Warren, Michigan. This facility is intended to accelerate the development and commercialization of new, more affordable EV batteries, by serving as a bridge between low-volume prototyping and full-scale manufacturing., an all-new facility that has significantly expanded the Company's battery technology operations and will continue to accelerate the development and commercialization of longer range, more affordable EV batteries.

[Fixed row]

(5.5.8) Provide details of your organization's investments in low-carbon R&D for transport-related activities over the last three years.

Row 1

(5.5.8.1) Activity

Select all that apply

- Light Duty Vehicles (LDV)
- Heavy Duty Vehicles (HDV)

(5.5.8.2) Technology area

Select from:

- Battery electric vehicle

(5.5.8.3) Stage of development in the reporting year

Select from:

- Applied research and development

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

50

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

The transition to EVs is a critical part of our business growth strategy, particularly in the United States, and an opportunity to mitigate climate risk by driving reductions in tailpipe emissions. As we continue on this journey, we remain committed to developing the technology and infrastructure for a lower emission future. Continued investment in battery technology and manufacturing is a key component of GM's climate strategy, enabling us to scale EV production volumes to meet customer demand as EV adoption evolves. This strategic focus on batteries helps reduce costs of EVs and improve performance while supporting progress toward our fleet GHG reduction trajectory. Costs for research, manufacturing engineering, software engineering, product engineering and design and development activities primarily relate to developing new products or services or improving existing products or services, including activities related to vehicle and greenhouse gas (GHG) emissions control, improved fuel economy, EVs, AVs and the safety of drivers and passengers. Research and development expenses were \$9.2 billion, \$9.9 billion and \$9.8 billion in the years ended December 31, 2024, 2023 and 2022. To develop EV systems, we operate and continue to invest in state-of-the-art battery technology facilities and strategic partnerships, backed by a world-class team at GM. This includes the Wallace Battery Cell Innovation Center, where we research new battery chemistries and form factors, and advanced battery manufacturing methods. Now under construction on our Global Technical Center campus in Warren, Michigan, GM's new Battery Cell Development Center is intended to accelerate the development and commercialization of new, more affordable EV batteries, by serving as a bridge between low-volume prototyping and full-scale manufacturing.

[Add row]

(5.9) What is the trend in your organization's water-related capital expenditure (CAPEX) and operating expenditure (OPEX) for the reporting year, and the anticipated trend for the next reporting year?

(5.9.1) Water-related CAPEX (+/- % change)

-45

(5.9.2) Anticipated forward trend for CAPEX (+/- % change)

178

(5.9.3) Water-related OPEX (+/- % change)

-58

(5.9.4) Anticipated forward trend for OPEX (+/- % change)

(5.9.5) Please explain

In 2024, we had 12 projects that were related to water and wastewater treatment infrastructure with capital and operating expense in millions of dollars. The year over year variation in project selection depends on facility priorities and asset performance. Approximately 80% of the CAPEX and OPEX funding was for 7 projects at our water stressed facilities in Mexico to assist in reuse and recycling water opportunities. Our anticipated OPEX forward trend increased for 2024.

[Fixed row]

(5.10) Does your organization use an internal price on environmental externalities?**(5.10.1) Use of internal pricing of environmental externalities**

Select from:

No, but we plan to in the next two years

(5.10.3) Primary reason for not pricing environmental externalities

Select from:

Not an immediate strategic priority

(5.10.4) Explain why your organization does not price environmental externalities

To help identify low-carbon opportunities and drive energy efficiency, we are developing processes to comprehend the internal cost of carbon for certain aspects of our business.

[Fixed row]

(5.11) Do you engage with your value chain on environmental issues?

	Engaging with this stakeholder on environmental issues	Environmental issues covered
Suppliers	Select from: <input checked="" type="checkbox"/> Yes	Select all that apply <input checked="" type="checkbox"/> Climate change <input checked="" type="checkbox"/> Water
Customers	Select from: <input checked="" type="checkbox"/> Yes	Select all that apply <input checked="" type="checkbox"/> Climate change <input checked="" type="checkbox"/> Water
Investors and shareholders	Select from: <input checked="" type="checkbox"/> Yes	Select all that apply <input checked="" type="checkbox"/> Climate change <input checked="" type="checkbox"/> Water
Other value chain stakeholders	Select from: <input checked="" type="checkbox"/> Yes	Select all that apply <input checked="" type="checkbox"/> Climate change

[Fixed row]

(5.11.1) Does your organization assess and classify suppliers according to their dependencies and/or impacts on the environment?

Climate change

(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:

Yes, we assess the dependencies and/or impacts of our suppliers

(5.11.1.2) Criteria for assessing supplier dependencies and/or impacts on the environment

Select all that apply

- Contribution to supplier-related Scope 3 emissions
- Other, please specify :Impact on deforestation or conversion of other natural ecosystems

(5.11.1.3) % Tier 1 suppliers assessed

Select from:

- 76-99%

(5.11.1.4) Define a threshold for classifying suppliers as having substantive dependencies and/or impacts on the environment

We engage with select suppliers to identify, develop, and acquire lower GHG intensity materials and products. We are committed to supporting the growth of low-carbon steel, aluminum, concrete, and cement. GM plans to pursue opportunities, similar to the First Movers Coalition, to purchase these materials as they become available, reinforcing market demand for near-zero materials. GM requires suppliers to obtain an EcoVadis scorecard, which is used to assess their sustainability performance.

(5.11.1.5) % Tier 1 suppliers meeting the threshold for substantive dependencies and/or impacts on the environment

Select from:

- 1-25%

Water

(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:

- Yes, we assess the dependencies and/or impacts of our suppliers

(5.11.1.2) Criteria for assessing supplier dependencies and/or impacts on the environment

Select all that apply

- Dependence on water
- Impact on water availability

(5.11.1.3) % Tier 1 suppliers assessed

Select from:

76-99%

(5.11.1.4) Define a threshold for classifying suppliers as having substantive dependencies and/or impacts on the environment

The Ecovadis scorecard assesses suppliers' management of water including policy development and action taken on water stewardship. GM engages with low score (<50) suppliers to support improvement. Additionally, we have identified suppliers at their operating site level with higher risks related to water quality and availability utilizing WWF Risk Filter Suite.

(5.11.1.5) % Tier 1 suppliers meeting the threshold for substantive dependencies and/or impacts on the environment

Select from:

1-25%

[Fixed row]

(5.11.2) Does your organization prioritize which suppliers to engage with on environmental issues?

Climate change

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

Yes, we prioritize which suppliers to engage with on this environmental issue

(5.11.2.2) Criteria informing which suppliers are prioritized for engagement on this environmental issue

Select all that apply

Material sourcing

Procurement spend

Product lifecycle

- Regulatory compliance
- Leverage over suppliers
- Strategic status of suppliers
- Supplier performance improvement
- In line with the criteria used to classify suppliers as having substantive dependencies and/or impacts relating to climate change

(5.11.2.4) Please explain

Transparency and accountability are crucial for advancing a sustainable and responsible supply chain. To achieve this, we request suppliers to report their Scope 1, 2, and Scope 3 emissions through the Manufacture 2030 platform, enabling us to monitor our supply chain's emissions. We also utilize the EcoVadis platform to assess supplier management systems to support environment, labor and human rights, ethics and sustainable procurement. By the end of 2024, 90% of our direct and logistics suppliers, by budgeted annual purchase value, had enrolled in the EcoVadis platform. The average score of all GM's rated suppliers is 55 out of 100. We have participated in the CDP supply chain survey since 2013 and have collaborated with CDP and our suppliers to reduce environmental impact. In 2024, direct and logistics suppliers representing 89% of our budgeted annual purchase value participated in CDP. We also engage suppliers with high GHG emission commodities based on the product LCA conducted. We regularly have discussions on opportunities to reduce GHG emissions in these commodities. We also conduct annual supplier self-assessment surveys to assess adherence to the Supplier Code of Conduct and contractual obligations. The code and contractual obligations includes regulatory compliance expectations. Supplier responses to the survey are reviewed and if required, escalated to remediate risk and noncompliance. We directly address any noncompliance disclosed in surveys.

Water

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

- Yes, we prioritize which suppliers to engage with on this environmental issue

(5.11.2.2) Criteria informing which suppliers are prioritized for engagement on this environmental issue

Select all that apply

- In line with the criteria used to classify suppliers as having substantive dependencies and/or impacts relating to water
- Material sourcing
- Procurement spend
- Vulnerability of suppliers

(5.11.2.4) Please explain

We use the EcoVadis platform to assess supplier management systems to support environment, labor and human rights, ethics and sustainable procurement. By the end of 2024, 90% of our direct and logistics suppliers, by budgeted annual purchase value, had enrolled in the EcoVadis platform. The average score of all GM's rated suppliers is 55 out of 100. We have participated in the CDP supply chain survey since 2013 and have collaborated with CDP and our suppliers to reduce environmental impact. Our direct material strategic suppliers are required, if invited, to complete the CDP Water Security survey, in addition to a subset of indirect suppliers and our top strategic logistics suppliers. In 2024, direct and logistics suppliers representing 89% of our budgeted annual purchase value participated in CDP. Additionally, we have identified suppliers at their operating site level with higher risks related to water quality and availability utilizing World Wildlife Fund (WWF) Risk Filter Suite. The WWF Water Risk Filter helps us identify water risks such as floods and droughts, informing location-specific decisions ranging from introducing conservation measures to finding alternative sources.

[Fixed row]

(5.11.5) Do your suppliers have to meet environmental requirements as part of your organization's purchasing process?

Climate change

(5.11.5.1) Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process

Select from:

Yes, environmental requirements related to this environmental issue are included in our supplier contracts

(5.11.5.2) Policy in place for addressing supplier non-compliance

Select from:

Yes, we have a policy in place for addressing non-compliance

(5.11.5.3) Comment

General Motors has included in our Supplier Code of Conduct (SCOC) environmental components that require our suppliers to practice responsible stewardship and continuous improvement. The SCOC articulates to suppliers that they must take measures to reduce their carbon footprint, energy use, water use, waste, and other emissions. The SCOC encourages suppliers to conserve resources, protect communities and the environment, and develop environmentally friendly technologies. It also promotes the use of renewable energies. In 2024, GM required invited suppliers to participate in annual CDP Supply Chain (Climate & Water) reporting and obtain an annual EcoVadis scorecard through our RFQ process. The supplier sustainability team works with low-scoring suppliers in EcoVadis (<50) to educate and assist them in improving their scores.

Water

(5.11.5.1) Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process

Select from:

- Yes, environmental requirements related to this environmental issue are included in our supplier contracts

(5.11.5.2) Policy in place for addressing supplier non-compliance

Select from:

- Yes, we have a policy in place for addressing non-compliance

(5.11.5.3) Comment

General Motors has included in our Supplier Code of Conduct (SCOC) environmental components that require our suppliers to practice responsible stewardship and continuous improvement. The SCOC articulates to suppliers that they must take measures to reduce their carbon footprint, energy use, water use, waste, and other emissions. In addition, the SCOC states suppliers will seek opportunities to conserve resources and protect the communities and environment that surround them and encourages suppliers to develop and diffuse environmentally friendly technologies and to increase the use of renewable energies. In 2024, GM has added language to our RFQ document that requires all invited suppliers to participate in annual CDP Supply Chain (Climate & Water) reporting and for all suppliers to have get an annual EcoVadis scorecard. Our supplier sustainability team engages with low scoring suppliers in EcoVadis (<50) to educate and help them understand how to improve their scores.

[Fixed row]

(5.11.6) Provide details of the environmental requirements that suppliers have to meet as part of your organization's purchasing process, and the compliance measures in place.

Climate change

(5.11.6.1) Environmental requirement

Select from:

- Disclosure of GHG emissions to your organization (Scope 1 and 2)

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

- First-party verification
- Supplier scorecard or rating

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

- 76-99%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:

- 76-99%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:

- 76-99%

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:

- 76-99%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:

- Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:

76-99%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

- Developing quantifiable, time-bound targets and milestones to bring suppliers back into compliance
- Providing information on appropriate actions that can be taken to address non-compliance

(5.11.6.12) Comment

Our foundational approach involves setting minimum standards and expectations for environmental stewardship and social responsibility through our Supplier Code of Conduct, which is incorporated into our contractual agreements with suppliers. This Code outlines key expectations, including the conservation of natural resources, maintenance of all required environmental permits, pollution prevention, responsible waste and water management, and reporting and reduction of GHG emissions. Our Supplier Code of Conduct also sets expectations for respecting the rights of local communities to decent living conditions, education, employment, social activities, and the right to Free, Prior, and Informed Consent (FPIC) to developments that affect them and the lands on which they live, with particular consideration for the presence of vulnerable groups. Lastly, GM has an established due diligence process to ensure compliance and engage in corrective actions as needed against the Code. While Supplier Code of Conduct is incorporated into our contractual agreements, GM required invited suppliers to participate in annual CDP Supply Chain (Climate & Water) reporting and obtain an annual EcoVadis scorecard through our RFQ process. If the potential bidders do not participate in GHG disclosure or in EcoVadis assessment, they are flagged for Purchasing's visibility during the sourcing process.

Water

(5.11.6.1) Environmental requirement

Select from:

- Environmental disclosure through a non-public platform

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

- First-party verification
- Supplier self-assessment

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

76-99%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:

76-99%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:

Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:

76-99%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

Providing information on appropriate actions that can be taken to address non-compliance

(5.11.6.12) Comment

Our foundational approach involves setting minimum standards and expectations for environmental stewardship and social responsibility through our Supplier Code of Conduct, which is incorporated into our contractual agreements with suppliers. This Code outlines key expectations, including the conservation of natural resources, maintenance of all required environmental permits, pollution prevention, responsible waste and water management, and reporting and reduction of GHG emissions. Our Supplier Code of Conduct also sets expectations for respecting the rights of local communities to decent living conditions, education, employment, social activities, and the right to Free, Prior, and Informed Consent (FPIC) to developments that affect them and the lands on which they live, with particular consideration for the presence of vulnerable groups. Lastly, GM has an established due diligence process to ensure compliance and engage in corrective actions as needed against the Code. While Supplier Code of Conduct is incorporated into our contractual agreements, GM required invited suppliers to participate in annual CDP Supply Chain (Climate & Water) reporting and obtain an annual EcoVadis scorecard through our RFQ process. If the potential bidders do not participate in GHG disclosure or in EcoVadis assessment, they are flagged for Purchasing's visibility during the sourcing process

[Add row]

(5.11.7) Provide further details of your organization's supplier engagement on environmental issues.

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:

- Emissions reduction

(5.11.7.3) Type and details of engagement

Capacity building

- Develop or distribute resources on how to map upstream value chain
- Provide training, support and best practices on how to make credible renewable energy usage claims
- Provide training, support and best practices on how to measure GHG emissions
- Provide training, support and best practices on how to mitigate environmental impact
- Support suppliers to set their own environmental commitments across their operations

Financial incentives

- Feature environmental performance in supplier awards scheme

Information collection

- Collect climate transition plan information at least annually from suppliers
- Collect environmental risk and opportunity information at least annually from suppliers
- Collect GHG emissions data at least annually from suppliers
- Collect targets information at least annually from suppliers

Innovation and collaboration

- Collaborate with suppliers on innovations to reduce environmental impacts in products and services
- Collaborate with suppliers on innovative business models and corporate renewable energy sourcing mechanisms
- Collaborate with suppliers to develop reuse infrastructure and reuse models

(5.11.7.4) Upstream value chain coverage

Select all that apply

Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

76-99%

(5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

76-99%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

Our foundational approach involves setting minimum standards and expectations for environmental stewardship and social responsibility through our Supplier Code of Conduct, which is incorporated into our contractual agreements with suppliers. This Code outlines key expectations, including the conservation of natural resources, maintenance of all required environmental permits, pollution prevention, responsible waste and water management, and reporting and reduction of GHG emissions. Our Supplier Code of Conduct also sets expectations for respecting the rights of local communities to decent living conditions, education, employment, social activities, and the right to Free, Prior, and Informed Consent (FPIC) to developments that affect them and the lands on which they live, with particular consideration for the presence of vulnerable groups. Lastly, GM has an established due diligence process to ensure compliance and engage in corrective actions as needed against the Code. Transparency and accountability are crucial for advancing a sustainable and responsible supply chain. To achieve this, we invite suppliers to voluntarily report their Scope 1 and 2 emissions, as well as water usage at their facility level through the Manufacture 2030 platform, enabling us to monitor our supply chain's emissions and water usage. Scope 3 emission disclosure is also optional for suppliers. Through the M2030 platform, GM promotes emission reduction and renewable energy adoption for our supply base. Additionally GM continues to invite suppliers to commit to carbon neutrality for their Scope 1 and Scope 2 emissions through Supplier Pledge.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

Yes, please specify the environmental requirement :Greenhouse gas emissions

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

- Yes

Water

(5.11.7.2) Action driven by supplier engagement

Select from:

- Total water withdrawal volumes reduction

(5.11.7.3) Type and details of engagement

Capacity building

- Develop or distribute resources on how to map upstream value chain
- Provide training, support and best practices on how to mitigate environmental impact
- Support suppliers to set their own environmental commitments across their operations

Financial incentives

- Feature environmental performance in supplier awards scheme

Information collection

- Collect environmental risk and opportunity information at least annually from suppliers
- Collect targets information at least annually from suppliers
- Collect water quantity information at least annually from suppliers (e.g., withdrawal and discharge volumes)

Innovation and collaboration

- Collaborate with suppliers on innovations to reduce environmental impacts in products and services
- Collaborate with suppliers to develop reuse infrastructure and reuse models

(5.11.7.4) Upstream value chain coverage

Select all that apply

- Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

76-99%

(5.11.7.7) % tier 1 suppliers with substantive impacts and/or dependencies related to this environmental issue covered by engagement

Select from:

1-25%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

Of the invited suppliers which is over 90% of GM's annual purchase value: 86% response rate of CDP Water 59% suppliers reporting water accounting 76% suppliers reporting any water-related policy 40% suppliers reporting active targets and/or goals 39% suppliers engaging their own suppliers

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

Yes, please specify the environmental requirement :Total water withdrawal volumes reduction

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

Yes

[Add row]

(5.11.9) Provide details of any environmental engagement activity with other stakeholders in the value chain.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

- Customers

(5.11.9.2) Type and details of engagement

Education/Information sharing

- Run an engagement campaign to educate stakeholders about the environmental impacts about your products, goods and/or services

(5.11.9.3) % of stakeholder type engaged

Select from:

- 76-99%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

- Unknown

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

Our strategy to accelerate the transition to an all-electric future involves demystifying EV ownership by addressing the barriers to adoption and creating a network of highly trained EV experts at our dealerships. By engaging our dealers (our direct customers) we are creating another pathway for consumer education and engagement. The initiatives and tools we have in place to support education and engagement include:

- Explore EV, which offers our vehicle brand app users additional information about the benefits of EV ownership*
- Electric Vehicle Experience (EVX) program that designates EV specialists for Chevrolet and GMC dealers, while Cadillac dealers promote learning and training through their own dedicated dealer program, Pinnacle*
- A dedicated curriculum of EV courses, teaching dealership personnel how to navigate customers through the EV ownership experience*
- Buick GMC Sales Training Tours gives dealerships sales consultants and other staff hands on learning and driving experiences to increase EV knowledge and expertise*
- A collection of dedicated EV literature to support retail readiness*
- An "EV Ready" dealership, including the training, tools, requirements and special equipment to support the sale and service of EVs*
- Transparency in GM's advertised pricing to improve the shopping experience*
- Expanded Charging Network course is designed to equip dealers with tools, knowledge, and skills needed to confidently talk to vehicle buyers about GM's vehicle energy future focusing on bidirectional charging and GM's technological charging solutions*

(5.11.9.6) Effect of engagement and measures of success

Putting customers at the center of everything we do extends to the experience they have when visiting GM dealerships. It is foundational that dealerships deliver a consistent level of sales and aftersales excellence to earn and maintain customer trust. There are two elements of quality management systems that help us achieve

this consistency across dealers: facility/customer experience conformance and sales performance. These elements are measured over five Dealer Quality programs, one of which highlights the EV Experience (EVX). It provides CX standards to assist dealers in offering EV customers an educational and transparent experience in their shopping and purchase of an EV. Includes specific training, equipment, tools and advertising guidelines. Currently there are 2472 Chevrolet (~86%) dealerships that are enrolled in the EVX program.

Water

(5.11.9.1) Type of stakeholder

Select from:

- Customers

(5.11.9.2) Type and details of engagement

Education/Information sharing

- Educate and work with stakeholders on understanding and measuring exposure to environmental risks

(5.11.9.3) % of stakeholder type engaged

Select from:

- Less than 1%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

GM prioritizes collaborating with community organizations and industry groups that are local to our facilities to promote water quality and conservation. For example, GM volunteers with the Clinton River Watershed Council (CRWC) which is dedicated to protecting, enhancing, and celebrating the Clint River In Michigan. The curriculum aims to raise young people's awareness of the importance of water quality in their local region and cultivate a connection to the Great Lakes Basin. GM Mexico participates in the committee "Alianza Automotriz para la Sustentabilidad" which includes competitors, suppliers, and contractors to strategize evaluation of risk, best practices and how we can resolve problems. GM also participates in AMIA (Mexican association of the automotive industry) in which we provide input on water projects for new regulations and work with government agencies.

(5.11.9.6) Effect of engagement and measures of success

Engagement in Mexico is very important due to the water risks in that location. GM measures success by engagement with partners and sharing educational opportunities on water quality and conservation.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

- Investors and shareholders

(5.11.9.2) Type and details of engagement

Innovation and collaboration

- Collaborate with stakeholders in creation and review of your climate transition plan

(5.11.9.3) % of stakeholder type engaged

Select from:

- Less than 1%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

- Unknown

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

Members of the Board and senior management regularly engage with institutional shareholders. These engagements help us collect feedback on various topics, including strategic and financial performance, operations, products, supply chain issues, executive compensation and Board composition and leadership structure, as well as on important environmental and societal issues. The constructive insights, experiences and ideas exchanged during these engagements have helped the Board evaluate and assess key initiatives during GM's ongoing transition to an all-electric future.

(5.11.9.6) Effect of engagement and measures of success

In July 2024, Ceres brought together a diverse group of stakeholders to offer recommendations and feedback that we will use to guide the development of GM's climate strategy, taking into account the unique challenges and opportunities within the automotive industry. Based on the feedback we've received, we're focusing on several key initiatives. These include enhancing our disclosures related to climate risk management, setting a new target for incorporating recycled plastic content in our vehicles and continuing to prioritize the promotion of EV sales.

[Add row]

(5.13) Has your organization already implemented any mutually beneficial environmental initiatives due to CDP Supply Chain member engagement?

(5.13.1) Environmental initiatives implemented due to CDP Supply Chain member engagement

Select from:

No, and we do not plan to within the next two years

(5.13.2) Primary reason for not implementing environmental initiatives

Select from:

Other, please specify

(5.13.3) Explain why your organization has not implemented any environmental initiatives

GM is part of other organizations to promote collective action to effectively address environmental issues. For example, GM actively leads and participates in Supplier Partnership for the Environment (SP), working to develop and promote industry-wide changes. By setting common standards for environmental stewardship and elevating industry benchmarks, we not only drive progress but also enhance our supply chain. GM is also part of the Scope 3 Peer Group to collaborate beyond automotive industry.

[Fixed row]

C6. Environmental Performance - Consolidation Approach

(6.1) Provide details on your chosen consolidation approach for the calculation of environmental performance data.

Climate change

(6.1.1) Consolidation approach used

Select from:

Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

We utilize the operational control method from the GHG Protocol to ensure a comprehensive inventory that aligns with our organizational responsibilities. Scope 3—Use of Sold Products is calculated using the well-to-wheel method (from fuel production to vehicle driving) for vehicle intensity, consistent with SBTi requirements. Beginning in 2024 we updated our methodology for calculating emissions for Scope 3—Purchased Goods and Services from spend-based to hybrid, using supplier-specific emissions factors and average-data method with Ecoinvent emission factors for purchased steel and aluminum, and using Comprehensive Environmental Data Archive (CEDA) emission factors to calculate remaining spend-based emissions.

Water

(6.1.1) Consolidation approach used

Select from:

Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

We utilize the operational control method from the GHG Protocol to ensure comprehensive water withdrawal, consumption and discharge data is collected that aligns with our organization responsibilities.

Biodiversity

(6.1.2) Provide the rationale for the choice of consolidation approach

[Fixed row]

C7. Environmental performance - Climate Change

(7.1) Is this your first year of reporting emissions data to CDP?

Select from:

No

(7.1.1) 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?

(7.1.1.1) Has there been a structural change?

Select all that apply

Yes, an acquisition

Yes, a divestment

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

Talegaon Complex Cadillac International Headquarters Factory Zero Mallett Park Ultium Cells LLC - Lansing Bright Drop Mountain View Brownstown LOC GM MEO - MEDC Overflow CCA PDC Mfg and Customer Innovation Center Mountain View 2

(7.1.1.3) Details of structural change(s), including completion dates

Acquisitions Factory Zero Mallett Park - 6/2024 Bright Drop Mountain View - 6/2024 Brownstown - 9/2024 Mfg and Customer Innovation Center - 12/2024 Mountain View 2 - 12/2024 Divestments Talegaon Complex - 12/2023 Cadillac International Headquarters - 4/2024 GM MEO - MEDC Overflow CCA PDC - 9/2024 Joint Ventures Ultium Cells LLC - Lansing - 3/2024

[Fixed row]

(7.1.2) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

(7.1.2.1) Change(s) in methodology, boundary, and/or reporting year definition?

Select all that apply

Yes, a change in methodology

(7.1.2.2) Details of methodology, boundary, and/or reporting year definition change(s)

Beginning in 2024 we updated our methodology for calculating emissions for Scope 3—Purchased Goods and Services from spend-based to hybrid, using supplier-specific emissions factors and average-data method with Ecoinvent emission factors for purchased steel and aluminum, and using Comprehensive Environmental Data Archive (CEDA) emission factors to calculate remaining spend-based emissions.

[Fixed row]

(7.1.3) Have your organization's base year emissions and past years' emissions been recalculated as a result of any changes or errors reported in 7.1.1 and/or 7.1.2?

(7.1.3.1) Base year recalculation

Select from:

No, because the impact does not meet our significance threshold

(7.1.3.3) Base year emissions recalculation policy, including significance threshold

After 2023 rebaseline due to significant structural changes, no changes in 2024 necessitated additional rebaselining. GM's materiality threshold is 5%.

(7.1.3.4) Past years' recalculation

Select from:

No

[Fixed row]

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

Select all that apply

- IEA CO2 Emissions from Fuel Combustion
- The Greenhouse Gas Protocol: Scope 2 Guidance
- US EPA Mandatory Greenhouse Gas Reporting Rule
- Australia - National Greenhouse and Energy Reporting Act
- US EPA Emissions & Generation Resource Integrated Database (eGRID)
- The Greenhouse Gas Protocol: Corporate Value Chain (Scope 3) Standard
- 2019 Refinement to the 2006 IPCC Guidelines for National Greenhouse Gas Inventories
- The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)
- US EPA Center for Corporate Climate Leadership: Direct Emissions from Stationary Combustion Sources
- Other, please specify :RE100 Reporting Guidance 2021; EPA EEIO v.2; Ecoinvent; CEDA; Australian National Greenhouse Accounts; USEPA SmartWAY; Simplified GHG Emissions Calculator, Canada National Inventory Report1990-2021: GHG Sources and Sinks in Canada, GEI Mexico

(7.3) Describe your organization’s approach to reporting Scope 2 emissions.

	Scope 2, location-based	Scope 2, market-based	Comment
	Select from: <input checked="" type="checkbox"/> We are reporting a Scope 2, location-based figure	Select from: <input checked="" type="checkbox"/> We are reporting a Scope 2, market-based figure	Based on GM's RE-100 commitment, we chose to use market based GHG emissions for our target reduction goal.

[Fixed row]

(7.4) 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?

Select from:

Yes

(7.4.1) Provide details of the sources of Scope 1, Scope 2, or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure.

Row 1

(7.4.1.1) Source of excluded emissions

Scope 1 and 2 - small office type buildings where tracking energy use is difficult due to energy inclusion in building leases or other factors.

(7.4.1.2) Scope(s) or Scope 3 category(ies)

Select all that apply

Scope 1

Scope 2 (location-based)

Scope 2 (market-based)

(7.4.1.3) Relevance of Scope 1 emissions from this source

Select from:

Emissions are not evaluated

(7.4.1.4) Relevance of location-based Scope 2 emissions from this source

Select from:

Emissions are not evaluated

(7.4.1.5) Relevance of market-based Scope 2 emissions from this source

Select from:

Emissions are not evaluated

[Add row]

(7.5) Provide your base year and base year emissions.

Scope 1

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

1398398

(7.5.3) Methodological details

GM's baseline of 2018 for our target for scope 1 was selected to be the best representation of our business as usual. 2019 and 2020 were assessed but not selected due to production anomalies due to work stoppage and pandemic production stoppages globally. The scope 1 baseline was verified by an independent third party. In 2023 due to operational boundary changes base year calculations were recalculated and re-verified.

Scope 2 (location-based)

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

3062623

(7.5.3) Methodological details

GM's baseline of 2018 for our target for scope 2 was chosen due to production anomalies in 2019 due to work stoppage and pandemic production stoppages globally in 2020. The scope 2 baseline was verified by an independent third party. In 2023 due to operational boundary changes base year calculations were recalculated and re-verified.

Scope 2 (market-based)

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

2911524

(7.5.3) Methodological details

GM's baseline of 2018 for our target for scope 2 was chosen due to production anomalies in 2019 due to work stoppage and pandemic production stoppages globally in 2020. The scope 2 baseline was verified by an independent third party. In 2023 due to operational boundary changes base year calculations were recalculated and re-verified.

Scope 3 category 1: Purchased goods and services

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

45288678

(7.5.3) Methodological details

Purchased goods and services emission values are based on the GHG Protocol Guidelines. The spend-based method was used to estimate emissions by taking the economic values and multiplying by the relevant secondary emission factors within the USEPA Environmentally-Extended Input-Output (USEEIO) database. In 2023 due to operational boundary changes base year calculations were recalculated and re-verified.

Scope 3 category 2: Capital goods

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

3265900

(7.5.3) Methodological details

The spend-based method was used to estimate Capital Goods emissions by taking the economic values and multiplying by the relevant secondary emission factors within the USEPA Environmentally-Extended Input-Output (USEEIO) database. In 2023 due to operational boundary changes base year calculations were recalculated and re-verified.

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

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

268483

(7.5.3) Methodological details

Fuel-and-energy-related activities (not included in Scope 1 and 2) emissions are based on the GHG Protocol Guidelines. The average-data method was used to estimate emissions from the transmission and distribution losses for Scope 1 and 2 usages. Scope 1 estimate emissions were calculated using the average fugitive emissions from natural gas distribution based on data from Australia. Scope 2 estimated emissions were calculated using the electrical supply and distribution emission loss form the EIA. In 2023 due to operational boundary changes base year calculations were recalculated and re-verified.

Scope 3 category 4: Upstream transportation and distribution

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

(7.5.3) Methodological details

Upstream transportation and distribution emissions are based on the GHG Protocol Guidelines. A hybrid of distance-based method and the spend-based method was used to estimate the emissions from upstream transportation and distribution. USEPA SmartWay provides data from carriers using fuel use and from GM shipments for distances travelled and load weights for truck and rail. For ocean and air, a spend-based approach was used to estimate the amount of fuel used and the associated emissions based on that fuel usage. Data from USEPA SmartWay was provided by GM's logistics business partners. In 2023 due to operational boundary changes base year calculations were recalculated and re-verified.

Scope 3 category 5: Waste generated in operations

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO₂e)

831301

(7.5.3) Methodological details

Waste generated in operations emissions are based on the GHG Protocol Guidelines. A hybrid of waste-type-specific method and average-data method was used to estimate the emission from waste generated in operations. USEPA waste emission factors were derived from the WARM model. Where possible the waste-type-specific methodology was used, and all other waste streams were calculated based on best-available data within the categories. Note, avoided emissions impact from the disposal method were not considered in the emissions and the emissions include average transportation emissions based on the emission factors used. In 2023 due to operational boundary changes base year calculations were recalculated and re-verified.

Scope 3 category 6: Business travel

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO₂e)

54270

(7.5.3) Methodological details

Business travel emissions are based on the GHG Protocol Guidelines. A hybrid of distance-based method and spend-data method was used to estimate the emission from business travel. Air travel emissions were provided by AMEX based on the distance traveled per flight within the calendar year. The ground transportation travel was calculated using a spend-based approach to approximate the distance traveled. In 2023 due to operational boundary changes base year calculations were recalculated and re-verified.

Scope 3 category 7: Employee commuting

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

682536

(7.5.3) Methodological details

Employee commuting emissions are based on the GHG Protocol Guidelines. An average-data method was used to estimate the emission from employee commuting. An average value for the number of miles traveled for a commute based on the US Census Bureau was used times the number of employees. The number of employees was broken down between full-time on site, hybrid, and remote with each assignment having a different number of days a week commuting. In 2023 due to operational boundary changes base year calculations were recalculated and re-verified.

Scope 3 category 8: Upstream leased assets

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

196340

(7.5.3) Methodological details

Upstream leased facilities emissions are based on the GHG Protocol Guidelines. An average-data method was used to estimate the emission from upstream leased facilities. EIA values for average kWh of electricity per square foot and ft3 of natural gas per square foot was applied to the leased building based on usage multiplied by the country specific carbon intensity of energy to calculate the emissions. In 2023 due to operational boundary changes base year calculations were recalculated and re-verified.

Scope 3 category 9: Downstream transportation and distribution

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

1085635

(7.5.3) Methodological details

Downstream transportation and distribution are based on the GHG Protocol Guidelines. A hybrid of distance-based method and the spend-based method was used to estimate the emissions from downstream transportation and distribution. USEPA SmartWay provides data from carriers using fuel use and from GM shipments for distances travelled and load weights for truck and rail. For ocean, a spend-based approach was used to estimate the amount of fuel used and the associated emissions based on that fuel usage. Data from USEPA SmartWay was provided by GM's logistics business partners. In 2023 due to operational boundary changes base year calculations were recalculated and re-verified.

Scope 3 category 10: Processing of sold products

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

2992356

(7.5.3) Methodological details

Processing of sold products emissions are based on the GHG Protocol Guidelines. An average-data method was used to estimate the emission from use of sold products (boat engines). The number of engines that were built to be used within watercrafts were multiplied by the average horsepower of personal boat engines, the average run hours, and the fuel emission factors. In 2023 due to operational boundary changes base year calculations were recalculated and re-verified.

Scope 3 category 11: Use of sold products

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

278831301

(7.5.3) Methodological details

Use of sold products emissions are based on the GHG Protocol Guidelines. An average product-based method was used to estimate emissions. A well to wheel methodology was used to calculate emissions over the lifetime of the vehicles sold based on CAFÉ models. Note, emissions from use of sold products includes mobile air conditioning emissions over the lifetime of the vehicle. In 2023 due to operational boundary changes base year calculations were recalculated and re-verified.

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

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

1895600

(7.5.3) Methodological details

End of life treatment of sold products emissions are based on the GHG Protocol Guidelines. An average-data method was used to estimate the emission from the end of life treatment of sold products. Emissions were calculated using the end of life emissions from a life cycle analysis (LCA) that was performed on behalf of General Motors multiplied by the number of vehicles sold in the year. In 2023 due to operational boundary changes base year calculations were recalculated and re-verified.

Scope 3 category 13: Downstream leased assets

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

17450

(7.5.3) Methodological details

Downstream leased facilities emissions are based on the GHG Protocol Guidelines. An average-data method was used to estimate the emission from downstream leased facilities EIA values for average kWh of electricity per square foot and ft3 of natural gas per square foot was applied to the leased building based on usage multiplied by the country specific carbon intensity of energy to calculate the emissions. In 2023 due to operational boundary changes base year calculations were recalculated and re-verified.

Scope 3 category 14: Franchises

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

404996

(7.5.3) Methodological details

Franchises (vehicle dealerships) emissions are based on the GHG Protocol Guidelines. An average-data method was used to estimate the emission from franchises. EIA values for average kWh of electricity per square foot and ft3 of natural gas per square foot was applied to each of the dealerships multiplied by the country specific carbon intensity of energy to calculate the emissions. In 2023 due to operational boundary changes base year calculations were recalculated and re-verified.

Scope 3 category 15: Investments

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

77125878

(7.5.3) Methodological details

Investments emissions are based on the GHG Protocol Guidelines. Emissions within the investments category are based on the percent ownership of the to two GM China JVs. An average product-based method was used to estimate emissions. A well to wheel methodology was used to calculate emissions over the lifetime of the vehicles sold based on CAFÉ models. Note, emissions from use of sold products includes mobile air conditioning emissions over the lifetime of the vehicle. In addition, Scope 1 and 2 emissions from the manufacturing sites were included within the total emissions under investments. In 2023 due to operational boundary changes base year calculations were recalculated and re-verified.

Scope 3: Other (upstream)

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

Not relevant, all emissions are captured in categories 1 through 8

Scope 3: Other (downstream)

(7.5.1) Base year end

12/31/2018

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

Not relevant, all emissions are captured in categories 9 through 15
[Fixed row]

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

Reporting year

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

1238498

(7.6.3) Methodological details

GM's scope 1 emissions are generated from the use of fossil fuels, primarily natural gas for process and building heat. Reported emissions were verified by an independent third party.
[Fixed row]

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

Reporting year

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

2365886

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

1071159

(7.7.4) Methodological details

GM's scope 2 emissions are mostly from electricity used in our operations for process and building with some purchased steam, purchased chilled water and delivered heat by third parties. Scope 2 Location and Market-Based emissions have been verified by an independent third party.

[Fixed row]

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

Purchased goods and services

(7.8.1) Evaluation status

Select from:

Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

90183315

(7.8.3) Emissions calculation methodology

Select all that apply

Hybrid method

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

4.3

(7.8.5) Please explain

Purchased goods and services are relevant as they are greater than the combined Scope 1 and 2 emissions. Based on the GHG Protocol Guidelines a hybrid method was used to estimate emissions, supplier-specific emissions factor or average data method (with ecoinvent emission factors v3.9.1) were used where data was available (primarily steel and aluminum) and for the rest a spend-based method was used to estimate emissions by taking the economic values and multiplying by the relevant secondary emission factors within the CEDA emission factors database (v 7).

Capital goods

(7.8.1) Evaluation status

Select from:

Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

6647074

(7.8.3) Emissions calculation methodology

Select all that apply

Spend-based method

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

0

(7.8.5) Please explain

Capital goods are relevant as they are greater than the combined Scope 1 and 2 emissions. Based on the GHG Protocol Guidelines the spend-based method was used to estimate emissions by taking the economic values and multiplying by the relevant secondary emission factors within the CEDA emission factors database (v 7).

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

(7.8.1) Evaluation status

Select from:

Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

702335

(7.8.3) Emissions calculation methodology

Select all that apply

Average data method

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

0

(7.8.5) Please explain

Fuel-and-energy-related activities (not included in Scope 1 and 2) are not relevant as they are less than the combined Scope 1 and 2 emissions. Based on the GHG Protocol Guidelines the average-data method was used to estimate emissions from the transmission and distribution losses for Scope 1 and 2 usages. Scope 1 estimate emissions were calculated using the average fugitive emissions from natural gas distribution based on data from the UK (DEFRA). Scope 2 estimated emissions were calculated using the electrical supply and distribution emission loss from the IEA and eGRID.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

4625188

(7.8.3) Emissions calculation methodology

Select all that apply

Spend-based method

Distance-based method

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

0

(7.8.5) Please explain

Upstream transportation and distribution are relevant. Based on the GHG Protocol Guidelines a hybrid of distance-based method and the spend-based method was used to estimate the emissions from upstream transportation and distribution. Ecoinvent factors were used in conjunction with distances travelled and load weights for truck and rail. For ocean and air, a spend-based approach was used to estimate the amount of fuel used and the associated emissions based on that fuel usage.

Waste generated in operations

(7.8.1) Evaluation status

Select from:

Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

340294

(7.8.3) Emissions calculation methodology

Select all that apply

Average data method

Waste-type-specific method

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

0

(7.8.5) Please explain

Waste generated in operations are not relevant as they are less than the combined Scope 1 and 2 emissions. Based on the GHG Protocol Guidelines a hybrid of waste-type-specific method and average-data method was used to estimate the emission from waste generated in operations. USEPA waste emission factors were derived from the WARM model. Where possible the waste-type-specific methodology was used, and all other waste streams were calculated based on best-available data within the categories. Note the emissions include average transportation emissions based on the emission factors used.

Business travel

(7.8.1) Evaluation status

Select from:

Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

65714

(7.8.3) Emissions calculation methodology

Select all that apply

Average spend-based method

Distance-based method

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

0

(7.8.5) Please explain

Business travel is not relevant as it is less than the combined Scope 1 and 2 emissions. Based on the GHG Protocol Guidelines a hybrid of distance-based method and spend-data method was used to estimate the emission from business travel. Air travel emissions were calculated based on the distance traveled per flight within the calendar year. The ground transportation travel was calculated using a spend-based approach to approximate the distance traveled.

Employee commuting

(7.8.1) Evaluation status

Select from:

Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

569650

(7.8.3) Emissions calculation methodology

Select all that apply

Average data method

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

0

(7.8.5) Please explain

Employee commuting is not relevant as it is less than the combined Scope 1 and 2 emissions. Based on the GHG Protocol Guidelines an average-data method was used to estimate the emission from employee commuting. An average value for the number of miles traveled for a commute based on the US Census Bureau was used times the number of employees. The number of employees was broken down between full-time on site, hybrid, and remote with each assignment having a different number of days a week commuting.

Upstream leased assets

(7.8.1) Evaluation status

Select from:

Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

3501545

(7.8.3) Emissions calculation methodology

Select all that apply

Average data method

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

(7.8.5) Please explain

Upstream leased facilities are not relevant as they are less than the combined Scope 1 and 2 emissions. Based on the GHG Protocol Guidelines an average-data method was used to estimate the emission from upstream leased facilities. EIA values for average kWh of electricity per square foot and ft3 of natural gas per square foot was applied to the leased building based on usage multiplied by the country specific carbon intensity of energy to calculate the emissions.

Downstream transportation and distribution**(7.8.1) Evaluation status**

Select from:

Not relevant, explanation provided

(7.8.5) Please explain

Downstream transportation and distribution are not relevant as they are less than the combined Scope 1 and 2 emissions. Based on the GHG Protocol Guidelines GM's transportation & distribution emissions are counted under CAT 4: Upstream Transportation and Distribution because of how our payment relationships are setup.

Processing of sold products**(7.8.1) Evaluation status**

Select from:

Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

1036632

(7.8.3) Emissions calculation methodology

Select all that apply

Average data method

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

0

(7.8.5) Please explain

Processing of sold products is not relevant as it is less than the combined Scope 1 and 2 emissions. Based on the GHG Protocol Guidelines an average-data method was used to estimate the emission from use of sold products. The number of engines that were built to be used within watercrafts were multiplied by the average horsepower of personal boat engines, the average run hours, and the fuel emission factors.

Use of sold products

(7.8.1) Evaluation status

Select from:

Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO₂e)

250795986

(7.8.3) Emissions calculation methodology

Select all that apply

Average product method

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

0

(7.8.5) Please explain

Use of sold products is relevant as it is greater than the combined Scope 1 and 2 emissions. Based on the GHG Protocol Guidelines an average product-based method was used to estimate emissions. A well to wheel methodology was used to calculate emissions over the lifetime of the vehicles sold based on CAFÉ models. Note, emissions from use of sold products includes mobile air conditioning emissions over the lifetime of the vehicle.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

1926126

(7.8.3) Emissions calculation methodology

Select all that apply

Average data method

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

0

(7.8.5) Please explain

End of life treatment of sold products is not relevant as it is less than the combined Scope 1 and 2 emissions. Based on the GHG Protocol Guidelines an average-data method was used to estimate the emission from the end of life treatment of sold products. Emissions were calculated using the end of life emissions from a life cycle analysis (LCA) that was performed on behalf of General Motors multiplied by the number of vehicles sold in the year.

Downstream leased assets

(7.8.1) Evaluation status

Select from:

Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

6997

(7.8.3) Emissions calculation methodology

Select all that apply

Average data method

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

0

(7.8.5) Please explain

Downstream leased facilities are not relevant as they are less than the combined Scope 1 and 2 emissions. Based on the GHG Protocol Guidelines an average-data method was used to estimate the emission from upstream leased facilities. EIA values for average kWh of electricity per square foot and ft3 of natural gas per square foot was applied to the leased building based on usage multiplied by the country specific carbon intensity of energy to calculate the emissions.

Franchises

(7.8.1) Evaluation status

Select from:

Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

1146982

(7.8.3) Emissions calculation methodology

Select all that apply

Average data method

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

0

(7.8.5) Please explain

Franchises (vehicle dealerships) are not relevant as they are less than the combined Scope 1 and 2 emissions. Based on the GHG Protocol Guidelines an average-data method was used to estimate the emission from franchises. EIA values for average square footage and kWh of electricity per square foot and ft3 of natural gas per square foot was applied to each of the dealerships multiplied by the country specific carbon intensity of energy to calculate the emissions.

Investments

(7.8.1) Evaluation status

Select from:

Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

26895521

(7.8.3) Emissions calculation methodology

Select all that apply

Average data method

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

0

(7.8.5) Please explain

Investments are relevant as they are more than the combined Scope 1 and 2 emissions. Emissions within the investments category are based on the percent ownership of the to two GM China JVs. Based on the GHG Protocol Guidelines an average product-based method was used to estimate emissions. A well to wheel methodology was used to calculate emissions over the lifetime of the vehicles sold based on CAFÉ models. Note, emissions from use of sold products includes mobile air conditioning emissions over the lifetime of the vehicle. In addition, Scope 1 and 2 emissions from the manufacturing sites were included within the total emissions under investments.

Other (upstream)

(7.8.1) Evaluation status

Select from:

Not evaluated

Other (downstream)

(7.8.1) Evaluation status

Select from:

Not evaluated

[Fixed row]

(7.9) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	Select from: <input checked="" type="checkbox"/> Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	Select from: <input checked="" type="checkbox"/> Third-party verification or assurance process in place
Scope 3	Select from: <input checked="" type="checkbox"/> Third-party verification or assurance process in place

[Fixed row]

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

Row 1

(7.9.1.1) Verification or assurance cycle in place

Select from:

Annual process

(7.9.1.2) Status in the current reporting year

Select from:

Complete

(7.9.1.3) Type of verification or assurance

Select from:

Limited assurance

(7.9.1.4) Attach the statement

General Motors FY24 GHG Verification Statement Limited 03312025_Revised2 (1).pdf

(7.9.1.5) Page/section reference

1

(7.9.1.6) Relevant standard

Select from:

ISO14064-3

(7.9.1.7) Proportion of reported emissions verified (%)

100

[Add row]

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

Row 1

(7.9.2.1) Scope 2 approach

Select from:

Scope 2 market-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

Annual process

(7.9.2.3) Status in the current reporting year

Select from:

Complete

(7.9.2.4) Type of verification or assurance

Select from:

Limited assurance

(7.9.2.5) Attach the statement

General Motors FY24 GHG Verification Statement Limited 03312025_Revised2 (1).pdf

(7.9.2.6) Page/ section reference

1

(7.9.2.7) Relevant standard

Select from:

- ISO14064-3

(7.9.2.8) Proportion of reported emissions verified (%)

100

[Add row]

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

Row 1

(7.9.3.1) Scope 3 category

Select all that apply

- Scope 3: Franchises
- Scope 3: Investments
- Scope 3: Capital goods
- Scope 3: Business travel
- Scope 3: Employee commuting
- Scope 3: Waste generated in operations
- Scope 3: End-of-life treatment of sold products
- Scope 3: Upstream transportation and distribution
- Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)
- Scope 3: Use of sold products
- Scope 3: Upstream leased assets
- Scope 3: Downstream leased assets
- Scope 3: Processing of sold products
- Scope 3: Purchased goods and services

(7.9.3.2) Verification or assurance cycle in place

Select from:

- Annual process

(7.9.3.3) Status in the current reporting year

Select from:

Complete

(7.9.3.4) Type of verification or assurance

Select from:

Limited assurance

(7.9.3.5) Attach the statement

General Motors FY24 GHG Verification Statement Limited 03312025_Revised2 (1).pdf

(7.9.3.6) Page/section reference

1 - 2

(7.9.3.7) Relevant standard

Select from:

ISO14064-3

(7.9.3.8) Proportion of reported emissions verified (%)

100

[Add row]

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

Select from:

Decreased

(7.10.1) 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 renewable energy consumption

(7.10.1.1) Change in emissions (metric tons CO2e)

370339

(7.10.1.2) Direction of change in emissions

Select from:

Decreased

(7.10.1.3) Emissions value (percentage)

13.64

(7.10.1.4) Please explain calculation

GM added two solar projects to their VPPA portfolio that increased renewable consumption in 2024, while continuing to grow usage of green tariffs. This calculation is total global avoided emissions from the current year, minus global total avoided emissions from the previous year, divided by previous years total emissions.

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO2e)

86316

(7.10.1.2) Direction of change in emissions

Select from:

Decreased

(7.10.1.3) Emissions value (percentage)

3.18

(7.10.1.4) Please explain calculation

Difference driven by energy efficiency projects globally to offset increased vehicle production and global temperatures.

Divestment

(7.10.1.1) Change in emissions (metric tons CO2e)

7420

(7.10.1.2) Direction of change in emissions

Select from:

Decreased

(7.10.1.3) Emissions value (percentage)

0.27

(7.10.1.4) Please explain calculation

GM divested of operations in India, and Switzerland, so their emissions from prior year are counted as an emissions decrease

Acquisitions

(7.10.1.1) Change in emissions (metric tons CO2e)

1768

(7.10.1.2) Direction of change in emissions

Select from:

Increased

(7.10.1.3) Emissions value (percentage)

0.07

(7.10.1.4) Please explain calculation

GM Acquired operations in United States this year that led to a slight emissions increase

Mergers

(7.10.1.2) Direction of change in emissions

Select from:

No change

(7.10.1.4) Please explain calculation

Minimal mergers that affected GM Operations

Change in output

(7.10.1.1) Change in emissions (metric tons CO2e)

81958

(7.10.1.2) Direction of change in emissions

Select from:

Increased

(7.10.1.3) Emissions value (percentage)

3.02

(7.10.1.4) Please explain calculation

GM's vehicle production increased by 3.7% in 2024 vs 2022. In 2024, there was an average of 0.63 MT per vehicle on a global basis, so the change in GHG is due to volume increases. Estimate is based on production difference times the intensity metric for 2024.

Change in methodology

(7.10.1.2) Direction of change in emissions

Select from:

No change

(7.10.1.4) Please explain calculation

No change in methodology for 2024

Change in boundary

(7.10.1.2) Direction of change in emissions

Select from:

No change

(7.10.1.4) Please explain calculation

No change in boundary for 2024

Change in physical operating conditions

(7.10.1.1) Change in emissions (metric tons CO2e)

24610

(7.10.1.2) Direction of change in emissions

Select from:

Increased

(7.10.1.3) Emissions value (percentage)

(7.10.1.4) Please explain calculation

IEA Data for 2024-2025 shows high temperatures leading to increased electrical needs for cooling. Increase in location-based scope 2 attributable YoY to this. Small emissions increase also attributable to company owned vehicle on site charging.

[Fixed row]

(7.10.2) Are your emissions performance calculations in 7.10 and 7.10.1 based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Select from:

Market-based

(7.12) Are carbon dioxide emissions from biogenic carbon relevant to your organization?

Select from:

Yes

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

	CO2 emissions from biogenic carbon (metric tons CO2)	Comment
	40217	CO2 portion of LFG use at 3 sites in GMNA

[Fixed row]

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

Select from:

Yes

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

Row 1

(7.15.1.1) Greenhouse gas

Select from:

CO2

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

1169135

(7.15.1.3) GWP Reference

Select from:

IPCC Fifth Assessment Report (AR5 – 100 year)

Row 2

(7.15.1.1) Greenhouse gas

Select from:

HFCs

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

69363

(7.15.1.3) GWP Reference

Select from:

IPCC Fifth Assessment Report (AR5 – 100 year)

[Add row]

(7.16) Break down your total gross global Scope 1 and 2 emissions by country/area.

Argentina

(7.16.1) Scope 1 emissions (metric tons CO2e)

4641.96

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

10416.3

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

10416.3

Australia

(7.16.1) Scope 1 emissions (metric tons CO2e)

75.85

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

1048.62

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

1048.62

Brazil

(7.16.1) Scope 1 emissions (metric tons CO2e)

48712.49

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

17128.27

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

6876.02

Canada

(7.16.1) Scope 1 emissions (metric tons CO2e)

119704.21

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

11851

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

11851

China

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

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

9873.64

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

9873.64

Colombia

(7.16.1) Scope 1 emissions (metric tons CO2e)

520.99

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

931.96

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

931.96

Ecuador

(7.16.1) Scope 1 emissions (metric tons CO2e)

1592.81

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

875.03

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

875.03

Egypt

(7.16.1) Scope 1 emissions (metric tons CO2e)

2528.73

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

4905.67

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

4905.67

France

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

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

1.03

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

1.03

Ireland

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

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

567.85

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

567.85

Israel

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

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

2287.17

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

2287.17

Japan

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

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

22.88

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

22.88

Mexico

(7.16.1) Scope 1 emissions (metric tons CO2e)

96030.36

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

443066.18

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

443066.18

Philippines

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

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

483.69

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

483.69

Republic of Korea

(7.16.1) Scope 1 emissions (metric tons CO2e)

119069.36

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

161309.59

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

161309.59

Switzerland

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

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

2.47

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

2.47

United Arab Emirates

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

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

801.81

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

801.81

United States of America

(7.16.1) Scope 1 emissions (metric tons CO2e)

845621.46

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

1700312.97

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

415838.09
[Fixed row]

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

Select all that apply

By business division

(7.17.1) Break down your total gross global Scope 1 emissions by business division.

	Business division	Scope 1 emissions (metric ton CO2e)
Row 1	North America	1060001.7
Row 2	South America	55468.26
Row 3	GM International (rest of world)	121674
Row 4	GM Financial	342.23
Row 5	Cruise	1012.1

[Add row]

(7.19) Break down your organization's total gross global Scope 1 emissions by sector production activity in metric tons CO2e.

	Gross Scope 1 emissions, metric tons CO2e	Comment
Transport OEM activities	1238498.23	We are including 100% of our scope 1 emissions as resulting from Transport OEM activities.

[Fixed row]

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

Select all that apply

By business division

(7.20.1) 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)
Row 1	North America	2132431.75	855391.38
Row 2	South America	29351.57	19099.31
Row 3	GM Internation (rest of world)	181304.41	181304.41
Row 4	GM Financial	16127.2	10627.34
Row 5	Cruise	6671.2	4737

[Add row]

(7.21) Break down your organization's total gross global Scope 2 emissions by sector production activity in metric tons CO2e.

	Scope 2, location-based, metric tons CO2e	Scope 2, market-based (if applicable), metric tons CO2e	Comment
Transport OEM activities	2365886.13	1071158.99	We are including 100% of our scope 2 emissions as resulting from Transport OEM activities.

[Fixed row]

(7.22) Break down your gross Scope 1 and Scope 2 emissions between your consolidated accounting group and other entities included in your response.

Consolidated accounting group

(7.22.1) Scope 1 emissions (metric tons CO2e)

1238498.23

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

2365886.13

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

1071158.99

(7.22.4) Please explain

GM Global Operations, GM financial and Cruise.

All other entities

(7.22.4) Please explain

Response does not include any other entities
[Fixed row]

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

Select from:

Yes

(7.23.1) Break down your gross Scope 1 and Scope 2 emissions by subsidiary.

Row 1

(7.23.1.1) Subsidiary name

GM Financial

(7.23.1.2) Primary activity

Select from:

Other financial

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

Select all that apply

Ticker symbol

(7.23.1.7) Ticker symbol

GM/26

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

342.23

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

16127.2

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

10627.34

(7.23.1.15) Comment

Not applicable

Row 2

(7.23.1.1) Subsidiary name

Cruise

(7.23.1.2) Primary activity

Select from:

Transportation support services

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

Select all that apply

No unique identifier

(7.23.1.12) Scope 1 emissions (metric tons CO2e)

1012.1

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

6671.2

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

4736.55

(7.23.1.15) Comment

Not applicable
[Add row]

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

Row 1

(7.26.1) Requesting member

Select from:
 L'Oréal

(7.26.11) Major sources of emissions

No record of fleet sales in 2024

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

No record of fleet sales in 2024

(7.26.14) Where published information has been used, please provide a reference

Absolute values are disclosed in 2024 TCFD Report. GM does not disclose at the site level.

Row 2

(7.26.1) Requesting member

Select from:

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

(7.26.2) Scope of emissions

Select from:

- Scope 1

(7.26.4) Allocation level

Select from:

- Company wide

(7.26.6) Allocation method

Select from:

- Allocation based on the volume of products purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

- Other unit, please specify :total vehicles purchased

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

4411

(7.26.9) Emissions in metric tonnes of CO₂e

962.1

(7.26.11) Major sources of emissions

Scope 1 emissions are generated from the use of fossil fuels, primarily natural gas for process and building heat. Additional emissions include HFC fugitives because of charging production vehicle air conditioning systems.

(7.26.12) Allocation verified by a third party?

Select from:

No

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

Scope 1 emissions are generated from the use of fossil fuels, primarily natural gas for process and building heat. Additional emissions include HFC fugitives because of charging production vehicle air conditioning systems. An average emissions factor was used for each vehicle based on the manufacturing location. This emissions factor was generated by dividing the annual Scope 1 emissions for the site by the number of vehicles manufactured on site.

(7.26.14) Where published information has been used, please provide a reference

Absolute values are disclosed in 2024 TCFD Report.

Row 3

(7.26.1) Requesting member

Select from:

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

(7.26.2) Scope of emissions

Select from:

Scope 2: market-based

(7.26.4) Allocation level

Select from:

Company wide

(7.26.6) Allocation method

Select from:

- Allocation based on the volume of products purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

- Other unit, please specify :total vehicles purchased

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

4411

(7.26.9) Emissions in metric tonnes of CO₂e

787.2

(7.26.11) Major sources of emissions

Scope 2 emissions are mostly from electricity used in our operations for process and building with some purchased steam, purchased chilled water and delivered heat by third parties.

(7.26.12) Allocation verified by a third party?

Select from:

- No

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

Scope 2 emissions are mostly from electricity used in our operations for process and building with some purchased steam, purchased chilled water and delivered heat by third parties. For those sites that obtain their electricity from a renewable source, the emissions were assumed to be zero. An average emissions factor was used for each vehicle based on the manufacturing location. This emissions factor was generated by dividing the annual Scope 2 emissions for the site by the number of vehicles manufactured on site.

(7.26.14) Where published information has been used, please provide a reference

Absolute values are disclosed in 2024 TCFD Report.

Row 4

(7.26.1) Requesting member

Select from:

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

(7.26.2) Scope of emissions

Select from:

Scope 3

(7.26.4) Allocation level

Select from:

Company wide

(7.26.6) Allocation method

Select from:

Allocation based on the volume of products purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

Other unit, please specify :total vehicles purchased

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

4411

(7.26.9) Emissions in metric tonnes of CO₂e

76785.8

(7.26.11) Major sources of emissions

The relevant Scope 3 categories (1, 2, 3, 4, 5, and 12) were used to calculate the emissions generated in the manufacturing of the fleet vehicles. Categories 1 and 2 cover the emissions from purchased goods and services and capital goods. Category 3 covers the emissions from transmission loss and distribution of natural gas and electricity to the sites. Category 4 covers the emissions from the upstream and downstream transportations of parts to plants and vehicles to dealerships. Category 5 covers emissions from the waste generated on site as part of the manufacturing process. Category 12 covers the end of life of the manufactured vehicle. Note, Category 11 was excluded from the emissions calculation as the owner of the vehicle should be including the emissions of the vehicle driven through Scope 1.

(7.26.12) Allocation verified by a third party?

Select from:

No

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

GHG emission sources for Scope 3 (Categories 1, 2, 3, 4, 5, and 12) were identified as those emissions that would be part of the production of the vehicle and the transportation associated with the production of the vehicle and the delivery of the vehicle. Categories 1 and 2 emissions were based on the GHG Protocol Guidelines a hybrid method was used supplier specific mass based and spend-based methods was used to estimate emissions by taking the economic values and multiplying by the relevant primary/secondary emission factors. Category 3 emissions were based on the GHG Protocol Guidelines the average-data method was used to estimate emissions from the transmission and distribution losses for Scope 1 and 2 usages. Scope 1 estimate emissions were calculated using the average fugitive emissions from natural gas distribution based on data from Australia. Scope 2 estimated emissions were calculated using the electrical supply and distribution emission loss from the EIA. Category 4 emissions were based on the GHG Protocol Guidelines a hybrid of distance-based method and the spend-based method was used to estimate the emissions from upstream transportation and distribution. Category 5 emissions were based on the GHG Protocol Guidelines a hybrid of waste-type specific method and average-data method was used to estimate the emission from waste generated in operations. USEPA waste emission factors were derived from the WARM model. Where possible the waste-type-specific methodology was used, and all other waste streams were calculated based on best-available data within the categories. Note, avoided emissions impact from the disposal method were not considered in the emissions and the emissions include average transportation emissions based on the emission factors used. Category 12 emissions were based on the GHG Protocol Guidelines an average-data method was used to estimate the emission from the end-of-life treatment of sold products. Emissions were calculated using the end-of-life emissions from a life cycle analysis (LCA) that was performed on behalf of General Motors multiplied by the number of vehicles sold in the year. Note, the emissions from the use of the vehicles (Category 11) were not included as that would be included in the organizations Scope 1 emissions calculations. The major limitations to this process include the use of spend-based data and averages that were applied for year-over-year emissions.

(7.26.14) Where published information has been used, please provide a reference

Absolute values are disclosed in 2024 TCFD Report.

Row 5

(7.26.1) Requesting member

Select from:

Daimler Truck Holding AG

(7.26.2) Scope of emissions

Select from:

Scope 1

(7.26.4) Allocation level

Select from:

Company wide

(7.26.6) Allocation method

Select from:

Allocation based on the volume of products purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

Other unit, please specify :total vehicles purchased

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

(7.26.9) Emissions in metric tonnes of CO₂e

0.2

(7.26.11) Major sources of emissions

Scope 1 emissions are generated from the use of fossil fuels, primarily natural gas for process and building heat. Additional emissions include HFC fugitives because of charging production vehicle air conditioning systems.

(7.26.12) Allocation verified by a third party?

Select from:

No

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

Scope 1 emissions are generated from the use of fossil fuels, primarily natural gas for process and building heat. Additional emissions include HFC fugitives because of charging production vehicle air conditioning systems. An average emissions factor was used for each vehicle based on the manufacturing location. This emissions factor was generated by dividing the annual Scope 1 emissions for the site by the number of vehicles manufactured on site.

(7.26.14) Where published information has been used, please provide a reference

Absolute values are disclosed in 2024 TCFD Report.

Row 6

(7.26.1) Requesting member

Select from:

Daimler Truck Holding AG

(7.26.2) Scope of emissions

Select from:

Scope 2: market-based

(7.26.4) Allocation level

Select from:

Company wide

(7.26.6) Allocation method

Select from:

Allocation based on the volume of products purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

Other unit, please specify :total vehicles purchased

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

1

(7.26.9) Emissions in metric tonnes of CO₂e

0.2

(7.26.11) Major sources of emissions

Scope 2 emissions are mostly from electricity used in our operations for process and building with some purchased steam, purchased chilled water and delivered heat by third parties.

(7.26.12) Allocation verified by a third party?

Select from:

No

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

Scope 2 emissions are mostly from electricity used in our operations for process and building with some purchased steam, purchased chilled water and delivered heat by third parties. For those sites that obtain their electricity from a renewable source, the emissions were assumed to be zero. An average emissions factor was used for each vehicle based on the manufacturing location. This emissions factor was generated by dividing the annual Scope 2 emissions for the site by the number of vehicles manufactured on site.

(7.26.14) Where published information has been used, please provide a reference

Absolute values are disclosed in 2024 TCFD Report.

Row 7

(7.26.1) Requesting member

Select from:

- Daimler Truck Holding AG

(7.26.2) Scope of emissions

Select from:

- Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

- Category 2: Capital goods
- Category 1: Purchased goods and services
- Category 5: Waste generated in operations
- Category 12: End-of-life treatment of sold products
- Category 4: Upstream transportation and distribution
- Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

Company wide

(7.26.6) Allocation method

Select from:

Allocation based on the volume of products purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

Other unit, please specify :total vehicles purchased

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

1

(7.26.9) Emissions in metric tonnes of CO₂e

17.4

(7.26.11) Major sources of emissions

The relevant Scope 3 categories (1, 2, 3, 4, 5, and 12) were used to calculate the emissions generated in the manufacturing of the fleet vehicles. Categories 1 and 2 cover the emissions from purchased goods and services and capital goods. Category 3 covers the emissions from transmission loss and distribution of natural gas and electricity to the sites. Category 4 covers the emissions from the upstream and downstream transportations of parts to plants and vehicles to dealerships. Category 5 covers emissions from the waste generated on site as part of the manufacturing process. Category 12 covers the end of life of the manufactured vehicle. Note, Category 11 was excluded from the emissions calculation as the owner of the vehicle should be including the emissions of the vehicle driven through Scope 1.

(7.26.12) Allocation verified by a third party?

Select from:

No

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

GHG emission sources for Scope 3 (Categories 1, 2, 3, 4, 5, and 12) were identified as those emissions that would be part of the production of the vehicle and the transportation associated with the production of the vehicle and the delivery of the vehicle. Categories 1 and 2 emissions were based on the GHG Protocol Guidelines a hybrid method was used supplier specific mass based and spend-based methods was used to estimate emissions by taking the economic values and multiplying by the relevant primary/secondary emission factors. Category 3 emissions were based on the GHG Protocol Guidelines the average-data method was used to estimate emissions from the transmission and distribution losses for Scope 1 and 2 usages. Scope 1 estimate emissions were calculated using the average fugitive emissions from natural gas distribution based on data from Australia. Scope 2 estimated emissions were calculated using the electrical supply and distribution emission loss form the EIA. Category 4 emissions were based on the GHG Protocol Guidelines a hybrid of distance-based method and the spend-based method was used to estimate the emissions from upstream transportation and distribution. Category 5 emissions were based on the GHG Protocol Guidelines a hybrid of waste-type specific method and average-data method was used to estimate the emission from waste generated in operations. USEPA waste emission factors were derived from the WARM model. Where possible the waste-type-specific methodology was used, and all other waste streams were calculated based on best-available data within the categories. Note, avoided emissions impact from the disposal method were not considered in the emissions and the emissions include average transportation emissions based on the emission factors used. Category 12 emissions were based on the GHG Protocol Guidelines an average-data method was used to estimate the emission from the end-of-life treatment of sold products. Emissions were calculated using the end-of-life emissions from a life cycle analysis (LCA) that was performed on behalf of General Motors multiplied by the number of vehicles sold in the year. Note, the emissions from the use of the vehicles (Category 11) were not included as that would be- included in the organizations Scope 1 emissions calculations. The major limitations to this process include the use of spend-based data and averages that were applied for year-over-year emissions.

(7.26.14) Where published information has been used, please provide a reference

Absolute values are disclosed in 2024 TCFD Report.

Row 9

(7.26.1) Requesting member

Select from:

Movida Participacoes SA

(7.26.2) Scope of emissions

Select from:

Scope 1

(7.26.4) Allocation level

Select from:

- Company wide

(7.26.6) Allocation method

Select from:

- Allocation based on the volume of products purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

- Other unit, please specify :total vehicles purchased

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

4739

(7.26.9) Emissions in metric tonnes of CO₂e

1033.6

(7.26.11) Major sources of emissions

Scope 1 emissions are generated from the use of fossil fuels, primarily natural gas for process and building heat. Additional emissions include HFC fugitives because of charging production vehicle air conditioning systems.

(7.26.12) Allocation verified by a third party?

Select from:

- No

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

Scope 1 emissions are generated from the use of fossil fuels, primarily natural gas for process and building heat. Additional emissions include HFC fugitives because of charging production vehicle air conditioning systems. An average emissions factor was used for each vehicle based on the manufacturing location. This emissions factor was generated by dividing the annual Scope 1 emissions for the site by the number of vehicles manufactured on site.

(7.26.14) Where published information has been used, please provide a reference

Absolute values are disclosed in 2024 TCFD Report.

Row 10

(7.26.1) Requesting member

Select from:

- Movida Participacoes SA

(7.26.2) Scope of emissions

Select from:

- Scope 2: market-based

(7.26.4) Allocation level

Select from:

- Company wide

(7.26.6) Allocation method

Select from:

- Allocation based on the volume of products purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

- Other unit, please specify :total vehicles purchased

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

4739

(7.26.9) Emissions in metric tonnes of CO2e

845.7

(7.26.11) Major sources of emissions

Scope 2 emissions are mostly from electricity used in our operations for process and building with some purchased steam, purchased chilled water and delivered heat by third parties.

(7.26.12) Allocation verified by a third party?

Select from:

No

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

Scope 2 emissions are mostly from electricity used in our operations for process and building with some purchased steam, purchased chilled water and delivered heat by third parties. For those sites that obtain their electricity from a renewable source, the emissions were assumed to be zero. An average emissions factor was used for each vehicle based on the manufacturing location. This emissions factor was generated by dividing the annual Scope 2 emissions for the site by the number of vehicles manufactured on site.

(7.26.14) Where published information has been used, please provide a reference

Absolute values are disclosed in 2024 TCFD Report.

Row 11

(7.26.1) Requesting member

Select from:

Movida Participacoes SA

(7.26.2) Scope of emissions

Select from:

- Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

- Category 2: Capital goods
- Category 1: Purchased goods and services
- Category 5: Waste generated in operations
- Category 12: End-of-life treatment of sold products
- Category 4: Upstream transportation and distribution
- Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

(7.26.4) Allocation level

Select from:

- Company wide

(7.26.6) Allocation method

Select from:

- Allocation based on the volume of products purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

- Other unit, please specify :total vehicles purchased

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

4739

(7.26.9) Emissions in metric tonnes of CO₂e

(7.26.11) Major sources of emissions

The relevant Scope 3 categories (1, 2, 3, 4, 5, and 12) were used to calculate the emissions generated in the manufacturing of the fleet vehicles. Categories 1 and 2 cover the emissions from purchased goods and services and capital goods. Category 3 covers the emissions from transmission loss and distribution of natural gas and electricity to the sites. Category 4 covers the emissions from the upstream and downstream transportations of parts to plants and vehicles to dealerships. Category 5 covers emissions from the waste generated on site as part of the manufacturing process. Category 12 covers the end of life of the manufactured vehicle. Note, Category 11 was excluded from the emissions calculation as the owner of the vehicle should be including the emissions of the vehicle driven through Scope 1.

(7.26.12) Allocation verified by a third party?

Select from:

No

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

GHG emission sources for Scope 3 (Categories 1, 2, 3, 4, 5, and 12) were identified as those emissions that would be part of the production of the vehicle and the transportation associated with the production of the vehicle and the delivery of the vehicle. Categories 1 and 2 emissions were based on the GHG Protocol Guidelines a hybrid method was used supplier specific mass based and spend-based methods was used to estimate emissions by taking the economic values and multiplying by the relevant primary/secondary emission factors. Category 3 emissions were based on the GHG Protocol Guidelines the average-data method was used to estimate emissions from the transmission and distribution losses for Scope 1 and 2 usages. Scope 1 estimate emissions were calculated using the average fugitive emissions from natural gas distribution based on data from Australia. Scope 2 estimated emissions were calculated using the electrical supply and distribution emission loss from the EIA. Category 4 emissions were based on the GHG Protocol Guidelines a hybrid of distance-based method and the spend-based method was used to estimate the emissions from upstream transportation and distribution. Category 5 emissions were based on the GHG Protocol Guidelines a hybrid of waste-type specific method and average-data method was used to estimate the emission from waste generated in operations. USEPA waste emission factors were derived from the WARM model. Where possible the waste-type-specific methodology was used, and all other waste streams were calculated based on best-available data within the categories. Note, avoided emissions impact from the disposal method were not considered in the emissions and the emissions include average transportation emissions based on the emission factors used. Category 12 emissions were based on the GHG Protocol Guidelines an average-data method was used to estimate the emission from the end-of-life treatment of sold products. Emissions were calculated using the end-of-life emissions from a life cycle analysis (LCA) that was performed on behalf of General Motors multiplied by the number of vehicles sold in the year. Note, the emissions from the use of the vehicles (Category 11) were not included as that would be- included in the organizations Scope 1 emissions calculations. The major limitations to this process include the use of spend-based data and averages that were applied for year-over-year emissions.

(7.26.14) Where published information has been used, please provide a reference

Absolute values are disclosed in 2024 TCFD Report.

Row 12

(7.26.1) Requesting member

Select from:

RELX Group Plc

(7.26.11) Major sources of emissions

No record of fleet sales in 2024

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

No record of fleet sales in 2024

(7.26.14) Where published information has been used, please provide a reference

Absolute values are disclosed in 2024 TCFD Report.

[Add row]

(7.27) What are the challenges in allocating emissions to different customers, and what would help you to overcome these challenges?

Row 1

(7.27.1) Allocation challenges

Select from:

Diversity of product lines makes accurately accounting for each product/product line cost ineffective

(7.27.2) Please explain what would help you overcome these challenges

GM measures Scope 1 and 2 GHG emissions at a facility level and tracks which models of vehicles are manufactured at each facility. Knowing which vehicles are purchased and from which facility could help us create more granular estimates of GHG Scope 1 and 2 emissions. Similarly, a product carbon footprint could also help us allocate emissions more accurately. Either of which would be an improvement over the average per vehicle emissions we have allocated this year.

[Add row]

(7.28) Do you plan to develop your capabilities to allocate emissions to your customers in the future?

(7.28.1) Do you plan to develop your capabilities to allocate emissions to your customers in the future?

Select from:

Yes

(7.28.2) Describe how you plan to develop your capabilities

GM may evaluate increasing the accuracy of reporting by allocating within a facility by model. As we currently measure scope 1&2 at a facility level, while some facilities produce multiple models, allocating at model level will increase the reporting accuracy.

[Fixed row]

(7.29) What percentage of your total operational spend in the reporting year was on energy?

Select from:

More than 0% but less than or equal to 5%

(7.30) 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)	Select from:

	Indicate whether your organization undertook this energy-related activity in the reporting year
	<input checked="" type="checkbox"/> Yes
Consumption of purchased or acquired electricity	Select from: <input checked="" type="checkbox"/> Yes
Consumption of purchased or acquired heat	Select from: <input checked="" type="checkbox"/> No
Consumption of purchased or acquired steam	Select from: <input checked="" type="checkbox"/> Yes
Consumption of purchased or acquired cooling	Select from: <input checked="" type="checkbox"/> Yes
Generation of electricity, heat, steam, or cooling	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

(7.30.1) Report your organization's energy consumption totals (excluding feedstocks) in MWh.

Consumption of fuel (excluding feedstock)

(7.30.1.1) Heating value

Select from:

HHV (higher heating value)

(7.30.1.2) MWh from renewable sources

227418

(7.30.1.3) MWh from non-renewable sources

5727937

(7.30.1.4) Total (renewable + non-renewable) MWh

5955355.00

Consumption of purchased or acquired electricity

(7.30.1.2) MWh from renewable sources

2844892

(7.30.1.3) MWh from non-renewable sources

2690546

(7.30.1.4) Total (renewable + non-renewable) MWh

5535438.00

Consumption of purchased or acquired steam

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

137213

(7.30.1.4) Total (renewable + non-renewable) MWh

137213.00

Consumption of purchased or acquired cooling

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

589

(7.30.1.4) Total (renewable + non-renewable) MWh

589.00

Consumption of self-generated non-fuel renewable energy

(7.30.1.2) MWh from renewable sources

0

(7.30.1.4) Total (renewable + non-renewable) MWh

0.00

Total energy consumption

(7.30.1.2) MWh from renewable sources

3072310

(7.30.1.3) MWh from non-renewable sources

8556286

(7.30.1.4) Total (renewable + non-renewable) MWh

11628596.00

[Fixed row]

(7.30.6) 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	Select from: <input checked="" type="checkbox"/> Yes
Consumption of fuel for the generation of heat	Select from: <input checked="" type="checkbox"/> Yes
Consumption of fuel for the generation of steam	Select from: <input checked="" type="checkbox"/> Yes
Consumption of fuel for the generation of cooling	Select from: <input checked="" type="checkbox"/> Yes
Consumption of fuel for co-generation or tri-generation	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

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

Sustainable biomass

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.5) MWh fuel consumed for self-generation of steam

0

(7.30.7.6) MWh fuel consumed for self-generation of cooling

0

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

0

Other biomass

(7.30.7.1) Heating value

Select from:

HHV

(7.30.7.2) Total fuel MWh consumed by the organization

227418

(7.30.7.3) MWh fuel consumed for self-generation of electricity

227418

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.5) MWh fuel consumed for self-generation of steam

0

(7.30.7.6) MWh fuel consumed for self-generation of cooling

0

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.8) Comment

Landfill Gas is used as a boiler fuel and to self-generate electricity. We don't currently have the ability to break out the landfill gas used for strictly electricity generation vs co-generation so it is all listed as MWh fuel consumed for self-generation of electricity.

Other renewable fuels (e.g. renewable hydrogen)

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.5) MWh fuel consumed for self-generation of steam

0

(7.30.7.6) MWh fuel consumed for self-generation of cooling

0

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

0

Coal

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.5) MWh fuel consumed for self-generation of steam

0

(7.30.7.6) MWh fuel consumed for self-generation of cooling

0

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

0

Oil

(7.30.7.1) Heating value

Select from:

HHV

(7.30.7.2) Total fuel MWh consumed by the organization

9358

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

9358

(7.30.7.5) MWh fuel consumed for self-generation of steam

0

(7.30.7.6) MWh fuel consumed for self-generation of cooling

0

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.8) Comment

Kerosene is used in paint ovens to cure paint, Oil & Diesel use is primarily for small heater use and back up testing for boilers.

Gas

(7.30.7.1) Heating value

Select from:

HHV

(7.30.7.2) Total fuel MWh consumed by the organization

5692952

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

2652915

(7.30.7.5) MWh fuel consumed for self-generation of steam

2948949

(7.30.7.6) MWh fuel consumed for self-generation of cooling

91087

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.8) Comment

Natural Gas is used for ovens to cure paint, building heating, and generation of hot water and steam in boilers.

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

(7.30.7.1) Heating value

Select from:

HHV

(7.30.7.2) Total fuel MWh consumed by the organization

25627

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

1

(7.30.7.5) MWh fuel consumed for self-generation of steam

0

(7.30.7.6) MWh fuel consumed for self-generation of cooling

0

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.8) Comment

LPG is used for mobile equipment.

Total fuel

(7.30.7.1) Heating value

Select from:

HHV

(7.30.7.2) Total fuel MWh consumed by the organization

5955355

(7.30.7.3) MWh fuel consumed for self-generation of electricity

227418

(7.30.7.4) MWh fuel consumed for self-generation of heat

2662274

(7.30.7.5) MWh fuel consumed for self-generation of steam

2948949

(7.30.7.6) MWh fuel consumed for self-generation of cooling

91087

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.8) Comment

*The sum of all fuel consumed by MWh
[Fixed row]*

(7.30.9) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.

Electricity

(7.30.9.1) Total Gross generation (MWh)

70950.7

(7.30.9.2) Generation that is consumed by the organization (MWh)

70950.2

(7.30.9.3) Gross generation from renewable sources (MWh)

30900.8

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

30900.3

Heat

(7.30.9.1) Total Gross generation (MWh)

2652915

(7.30.9.2) Generation that is consumed by the organization (MWh)

2652915

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Steam

(7.30.9.1) Total Gross generation (MWh)

2948949

(7.30.9.2) Generation that is consumed by the organization (MWh)

2948949

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Cooling

(7.30.9.1) Total Gross generation (MWh)

91087

(7.30.9.2) Generation that is consumed by the organization (MWh)

91087

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

[Fixed row]

(7.30.16) Provide a breakdown by country/area of your electricity/heat/steam/cooling consumption in the reporting year.

Argentina

(7.30.16.1) Consumption of purchased electricity (MWh)

33407

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

No

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

33407.00

Australia

(7.30.16.1) Consumption of purchased electricity (MWh)

1361.8

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

No

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1361.80

Brazil

(7.30.16.1) Consumption of purchased electricity (MWh)

314265.2

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

No

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

314265.20

Canada

(7.30.16.1) Consumption of purchased electricity (MWh)

303818

(7.30.16.2) Consumption of self-generated electricity (MWh)

40049.9

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

Yes

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

343867.90

(7.30.16.7) Provide details of the electricity consumption excluded

GM does not own the environmental attributes for self generated electricity in Canada

China

(7.30.16.1) Consumption of purchased electricity (MWh)

14964

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

No

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

2719.08

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

17683.08

Colombia

(7.30.16.1) Consumption of purchased electricity (MWh)

6267.4

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

No

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

6267.40

Ecuador

(7.30.16.1) Consumption of purchased electricity (MWh)

5180.8

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

No

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

5180.80

Egypt

(7.30.16.1) Consumption of purchased electricity (MWh)

12124.7

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

No

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

12124.70

France

(7.30.16.1) Consumption of purchased electricity (MWh)

16

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

No

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

16.00

Ireland

(7.30.16.1) Consumption of purchased electricity (MWh)

1957.4

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

No

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1957.40

Israel

(7.30.16.1) Consumption of purchased electricity (MWh)

5230.2

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

No

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

5230.20

Japan

(7.30.16.1) Consumption of purchased electricity (MWh)

38.5

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

No

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

11

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

49.50

Mexico

(7.30.16.1) Consumption of purchased electricity (MWh)

1011966

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

No

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1011966.00

Philippines

(7.30.16.1) Consumption of purchased electricity (MWh)

113.5

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

No

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

579.16

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

692.66

Republic of Korea

(7.30.16.1) Consumption of purchased electricity (MWh)

373229

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

No

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

373229.00

Switzerland

(7.30.16.1) Consumption of purchased electricity (MWh)

97.3

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

No

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

97.30

United Arab Emirates

(7.30.16.1) Consumption of purchased electricity (MWh)

1912.3

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

No

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

0

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1912.30

United States of America

(7.30.16.1) Consumption of purchased electricity (MWh)

3449488.4

(7.30.16.2) Consumption of self-generated electricity (MWh)

30900.3

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

No

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

134494.2

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

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

3614882.90
[Fixed row]

(7.30.17) Provide details of your organization's renewable electricity purchases in the reporting year by country/area.

Row 1

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

United States of America

(7.30.17.2) Sourcing method

Select from:

Default delivered renewable electricity from the grid, supported by energy attribute certificates

(7.30.17.3) Renewable electricity technology type

Select from:

Renewable electricity mix, please specify :Grid Renewable Mix, Michigan RPS

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

238660.9

(7.30.17.5) Tracking instrument used

Select from:

US-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

United States of America

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

2024

(7.30.17.10) Supply arrangement start year

2008

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

Other, please specify :Retired on our behalf

(7.30.17.12) Comment

Michigan RPS, supply year is listed as RPS enactment year (2008). The utilities may acquire US- RECs of various vintages. Various projects commissioned starting in 2009.

Row 2

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

United States of America

(7.30.17.2) Sourcing method

Select from:

Default delivered renewable electricity from the grid, supported by energy attribute certificates

(7.30.17.3) Renewable electricity technology type

Select from:

Renewable electricity mix, please specify :Grid Renewable Mix, Missouri RPS

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

32038.8

(7.30.17.5) Tracking instrument used

Select from:

US-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

United States of America

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

2024

(7.30.17.10) Supply arrangement start year

2008

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

Other, please specify :Retired on our behalf

(7.30.17.12) Comment

Missouri RPS, supply year is listed as RPS enactment year (2008). The utilities may acquire US- RECs of various vintages. Various projects commissioned starting in 2009.

Row 3

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

United States of America

(7.30.17.2) Sourcing method

Select from:

Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

Wind

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

32371.2

(7.30.17.5) Tracking instrument used

Select from:

US-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

United States of America

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2018

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

2024

(7.30.17.10) Supply arrangement start year

2019

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

- Other, please specify :Retired on our behalf

(7.30.17.12) Comment

CMS Green Tariff - Bay City

Row 4

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

- United States of America

(7.30.17.2) Sourcing method

Select from:

- Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

- Wind

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

199127.8

(7.30.17.5) Tracking instrument used

Select from:

- US-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

United States of America

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2018

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

2024

(7.30.17.10) Supply arrangement start year

2018

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

Other, please specify :Retired on our behalf

(7.30.17.12) Comment

CMS Green Tariff - Flint

Row 5

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

United States of America

(7.30.17.2) Sourcing method

Select from:

Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

Wind

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

125539.5

(7.30.17.5) Tracking instrument used

Select from:

US-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

United States of America

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2019

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

2024

(7.30.17.10) Supply arrangement start year

2022

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

Other, please specify :Retired on our behalf

(7.30.17.12) Comment

Other CMS Green Tariffs

Row 6

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

United States of America

(7.30.17.2) Sourcing method

Select from:

Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

Wind

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

764655.2

(7.30.17.5) Tracking instrument used

Select from:

US-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

United States of America

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

2024

(7.30.17.10) Supply arrangement start year

2019

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

Other, please specify :Retired on our behalf

(7.30.17.12) Comment

DTE Green Tariffs utilize a collection of projects to source RECs to allocate to the subscriber. In 2024, a shortfall in project generation led to sourcing of unbundled RECs to make up the difference.

Row 7

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

United States of America

(7.30.17.2) Sourcing method

Select from:

Financial (virtual) power purchase agreement (VPPA)

(7.30.17.3) Renewable electricity technology type

Select from:

Wind

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

281911.7

(7.30.17.5) Tracking instrument used

Select from:

US-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

United States of America

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2017

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

2024

(7.30.17.10) Supply arrangement start year

2017

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

Other, please specify :Retired by Unite and ERCOT

(7.30.17.12) Comment

Hidalgo VPPA commissioning 2017, arrangement began 2017. Cactus flats VPPA 2018 / 2018.

Row 8

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

United States of America

(7.30.17.2) Sourcing method

Select from:

Financial (virtual) power purchase agreement (VPPA)

(7.30.17.3) Renewable electricity technology type

Select from:

Wind

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

527333

(7.30.17.5) Tracking instrument used

Select from:

US-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

United States of America

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2018

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

2024

(7.30.17.10) Supply arrangement start year

2019

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

Other, please specify :ERCOT

(7.30.17.12) Comment

NW Ohio Wind VPPA - Financial PPA that generates wind energy, but supplier sells RECs to another party. Supplier then purchases replacement RECs on our behalf to cover 100% of the power produced.

Row 9

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

United States of America

(7.30.17.2) Sourcing method

Select from:

Financial (virtual) power purchase agreement (VPPA)

(7.30.17.3) Renewable electricity technology type

Select from:

Wind

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

128088.5

(7.30.17.5) Tracking instrument used

Select from:

US-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

United States of America

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2022

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

2024

(7.30.17.10) Supply arrangement start year

2023

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

No additional, voluntary label

(7.30.17.12) Comment

Row 10

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

United States of America

(7.30.17.2) Sourcing method

Select from:

Financial (virtual) power purchase agreement (VPPA)

(7.30.17.3) Renewable electricity technology type

Select from:

Solar

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

325365

(7.30.17.5) Tracking instrument used

Select from:

US-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

United States of America

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2023

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

2024

(7.30.17.10) Supply arrangement start year

2023

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

No additional, voluntary label

(7.30.17.12) Comment

Newport Solar VPPA

Row 11

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

Brazil

(7.30.17.2) Sourcing method

Select from:

Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

Wind

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

188102.63

(7.30.17.5) Tracking instrument used

Select from:

I-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

Brazil

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

2024

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

No additional, voluntary label

(7.30.17.12) Comment

IRECs for Guarulho, Gravatai, Joinville, Mogi, SCS SJC, Sorocaba, Cruz Alta
[Add row]

(7.30.18) Provide details of your organization’s low-carbon heat, steam, and cooling purchases in the reporting year by country/area.

	Sourcing method	Comment
Row 1	Select from: <input checked="" type="checkbox"/> None (no purchases of low-carbon heat, steam, or cooling)	N/A we do not currently purchase low carbon heat, steam or cooling

[Add row]

(7.30.19) Provide details of your organization’s renewable electricity generation by country/area in the reporting year.

Row 1

(7.30.19.1) Country/area of generation

Select from:

Brazil

(7.30.19.2) Renewable electricity technology type

Select from:

Solar

(7.30.19.3) Facility capacity (MW)

0.3

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

12

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

12

(7.30.19.6) Energy attribute certificates issued for this generation

Select from:

No

(7.30.19.8) Comment

Electricity generated from solar consumed on site. Joinville solar

Row 2

(7.30.19.1) Country/area of generation

Select from:

United States of America

(7.30.19.2) Renewable electricity technology type

Select from:

Solar

(7.30.19.3) Facility capacity (MW)

0.9

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

264

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

0

(7.30.19.6) Energy attribute certificates issued for this generation

Select from:

No

(7.30.19.8) Comment

Electricity generated from solar consumed on site. Bowling Green

Row 3

(7.30.19.1) Country/area of generation

Select from:

United States of America

(7.30.19.2) Renewable electricity technology type

Select from:

Solar

(7.30.19.3) Facility capacity (MW)

1.3

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

1421

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

1421

(7.30.19.6) Energy attribute certificates issued for this generation

Select from:

Yes

(7.30.19.7) Type of energy attribute certificate

Select from:

US-REC

(7.30.19.8) Comment

Rancho onsite solar

Row 4

(7.30.19.1) Country/area of generation

Select from:

United States of America

(7.30.19.2) Renewable electricity technology type

Select from:

Sustainable biomass

(7.30.19.3) Facility capacity (MW)

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

2154

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

2153

(7.30.19.6) Energy attribute certificates issued for this generation

Select from:

 No**(7.30.19.8) Comment**

GM Retained the renewable energy attributes for the electric (generated from landfill gas) that was sold to the grid and also the electricity consumed at this site. Orion LFG.

Row 5**(7.30.19.1) Country/area of generation**

Select from:

 United States of America**(7.30.19.2) Renewable electricity technology type**

Select from:

 Sustainable biomass**(7.30.19.3) Facility capacity (MW)**

6.4

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

28747

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

28747

(7.30.19.6) Energy attribute certificates issued for this generation

Select from:

No

(7.30.19.8) Comment

Electricity generated from landfill gas consumed on site. FWA LFG

[Add row]

(7.30.20) Describe how your organization's renewable electricity sourcing strategy directly or indirectly contributes to bringing new capacity into the grid in the countries/areas in which you operate.

GM primarily procures renewable energy through virtual power purchase agreements (PPAs), green tariffs, and onsite energy agreements. With PPAs, we work directly with a developer to source new renewable generation assets, such as wind or solar. GM also partners with local utilities through green tariff offerings, which enables utilities to make investments to develop new renewable generation assets. Our operating renewable electricity portfolio grew in 2024 with Ameren's Boomtown Solar Energy Center in Illinois, which began generating electricity in December. We procured a portion of this generation through Ameren's renewable solutions program. In the summer of 2024, the Newport Solar project became fully operational in Jackson County, Arkansas. To date, this is the largest PPA within GM's portfolio, with capacity of 180 MW. Additionally, GM is a founding member of the Clean Energy Buyers' Association, an organization which advocates for the addition of low-cost renewable assets to the US electricity system. Furthermore, GM supports our suppliers in setting and achieving renewable energy goals, which is another way we indirectly support bringing new renewable capacity to the grid. In 2024, GM held two supplier symposiums focusing on energy and circular economy. The symposiums brought together over 2,500 participants, providing them with best practices, success stories and information on how suppliers and GM can collaborate to foster the transition to clean energy and a circular economy.

(7.30.21) In the reporting year, has your organization faced barriers or challenges to sourcing renewable electricity?

(7.30.21.1) Challenges to sourcing renewable electricity

Select from:

- Yes, both in specific countries/areas and in general

(7.30.21.2) Challenges faced by your organization which were not country/area-specific

In 2024, market access continues to be a challenges in some locations in which we operate. Additionally, supply chain shortages and changing market dynamics have impacted renewable electricity project schedules and costs.

[Fixed row]

(7.30.22) Provide details of the country/area-specific challenges to sourcing renewable electricity faced by your organization in the reporting year.

Row 1

(7.30.22.1) Country/area

Select from:

- United States of America

(7.30.22.2) Reason why it was challenging to source renewable electricity within selected country/area

Select all that apply

- Other, please specify

(7.30.22.3) Provide additional details of the barriers faced within this country/area

Supply chain shortages have delayed asset development

Row 2

(7.30.22.1) Country/area

Select from:

Republic of Korea

(7.30.22.2) Reason why it was challenging to source renewable electricity within selected country/area

Select all that apply

Lack of electricity market structure supporting bilateral PPAs

[Add row]

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

Row 1

(7.35.1) Activity

Select from:

Light Duty Vehicles (LDV)

(7.35.2) Metric figure

60.229584

(7.35.3) Metric numerator

Select from:

tCO2e

(7.35.4) Metric denominator

Select from:

Other, please specify :Vehicle Sales

(7.35.5) Metric numerator: Unit total

250795986

(7.35.6) Metric denominator: Unit total

4164000

(7.35.7) % change from previous year

2.3

(7.35.8) Please explain

*Total use of sold products is calculated annually for 2024. The method is consistent with SBTi methodology for Well to Wheel gCO₂e/km Scope 3, Use of Sold Products, Category 11 multiplied by 2024 global volume and 200,000 lifetime vehicle kilometers plus annual assumed HFC losses from MVAC units over the lifetime of the vehicle, 10 years. Metric tons are normalized by sold vehicles in 2024 for metric figure reported. Metric includes Light Duty and Heavy Duty.
[Add row]*

(7.45) 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.

Row 1

(7.45.1) Intensity figure

0.00001232

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

2309657

(7.45.3) Metric denominator

Select from:

unit total revenue

(7.45.4) Metric denominator: Unit total

187442000000

(7.45.5) Scope 2 figure used

Select from:

Market-based

(7.45.6) % change from previous year

22

(7.45.7) Direction of change

Select from:

Decreased

(7.45.8) Reasons for change

Select all that apply

Change in renewable energy consumption

Change in output

Change in revenue

(7.45.9) Please explain

We saw an overall increase in production (3.7% increase), and revenues (8.8% increase) in 2024 compared to 2023, and a decrease in combined scope 1 and 2 GHG emissions of 14.9%, primarily driven by renewable adoption. All of this led to a reduction in intensity on a revenue basis. In 2023 CDP, revenue numbers were reported excluding non-automobile revenue. This has been updated in this years' submission, so revenue intensity numbers for this year vs last have also updated. If numbers are compared to revenue intensity in last years' submission, the % change is 28.5%.

Row 2

(7.45.1) Intensity figure

0.63

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

2309657

(7.45.3) Metric denominator

Select from:

vehicle produced

(7.45.4) Metric denominator: Unit total

3663367

(7.45.5) Scope 2 figure used

Select from:

Market-based

(7.45.6) % change from previous year

17.9

(7.45.7) Direction of change

Select from:

Decreased

(7.45.8) Reasons for change

Select all that apply

Change in renewable energy consumption

Change in output

(7.45.9) Please explain

We saw an overall increase in production (3.7% increase) in 2024 compared to 2023, and a decrease in combined scope 1 and 2 GHG emissions of 14.9%, primarily driven by renewable adoption. All of this led to a reduction in intensity on a production basis.
[Add row]

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

Row 1

(7.50.1) Activity

Select from:

Light Duty Vehicles (LDV)

(7.50.2) Emissions intensity figure

0.0003011

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

250795986

(7.50.4) Metric denominator

Select from:

p.km

(7.50.5) Metric denominator: Unit total

832800000000

(7.50.6) % change from previous year

2.4

(7.50.7) Vehicle unit sales in reporting year

4164000

(7.50.8) Vehicle lifetime in years

10

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

20000

(7.50.10) Load factor

GM does not track passengers per vehicle and used 1.45 as the average of EEA, "Occupancy Rates of Passenger Vehicles" (European Environment Agency, 2015), or range of 1.2 and 1.7

(7.50.11) Please explain the changes, and relevant standards/methodologies used

SBTi methodology for Well to Wheel gCO2e/km Scope 3, Use of Sold Products, Category 11. Metric numerator includes MVAC emissions. Metric includes Light Duty and Heavy Duty.

[Add row]

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

Row 1

(7.52.1) Description

Select from:

Waste

(7.52.2) Metric value

84162

(7.52.3) Metric numerator

Total nondiverted operational waste in metric tons

(7.52.4) Metric denominator (intensity metric only)

Not applicable

(7.52.5) % change from previous year

1

(7.52.6) Direction of change

Select from:

Increased

(7.52.7) Please explain

We have continued to surpass our previous target to divert 90% of operational waste¹ since 2022, improving our operational Zero Waste performance to 94.5% and diverting 1.2 million metric tons of waste from landfills, incinerators and energy recovery facilities in 2024.

[Add row]

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

Select all that apply

Absolute target

Intensity target

(7.53.1) Provide details of your absolute emissions targets and progress made against those targets.

Row 1

(7.53.1.1) Target reference number

Select from:

- Abs 1

(7.53.1.5) Date target was set

01/01/2021

(7.53.1.6) Target coverage

Select from:

- Organization-wide

(7.53.1.7) Greenhouse gases covered by target

Select all that apply

- Methane (CH₄)
- Nitrous oxide (N₂O)
- Carbon dioxide (CO₂)
- Perfluorocarbons (PFCs)
- Hydrofluorocarbons (HFCs)
- Sulphur hexafluoride (SF₆)
- Nitrogen trifluoride (NF₃)

(7.53.1.8) Scopes

Select all that apply

- Scope 1
- Scope 2

(7.53.1.9) Scope 2 accounting method

Select from:

- Market-based

(7.53.1.11) End date of base year

01/01/2018

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

1398398

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

2911524

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

0.000

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

4309922.000

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

100

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

100

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

100

(7.53.1.54) End date of target

12/31/2035

(7.53.1.55) Targeted reduction from base year (%)

72

(7.53.1.56) Total emissions at end date of target covered by target in all selected Scopes (metric tons CO2e)

1206778.160

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

1238498

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

1071159

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

2309657.000

(7.53.1.78) Land-related emissions covered by target

Select from:

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

(7.53.1.79) % of target achieved relative to base year

64.46

(7.53.1.80) Target status in reporting year

Select from:

Underway

(7.53.1.82) Explain target coverage and identify any exclusions

Our Scope 1 & 2 GHG target includes all of our major operations globally, major non-manufacturing locations and numerous leased facilities, GM Financial and Cruise sites. Not included in our targets are: GM China JV Sites and Ultium Cells.

(7.53.1.83) Target objective

Reduce Scope 1 and 2 GHG emissions from our operations by 72% against a 2018 baseline

(7.53.1.85) Target derived using a sectoral decarbonization approach

Select from:

No

[Add row]

(7.53.2) Provide details of your emissions intensity targets and progress made against those targets.

Row 1

(7.53.2.1) Target reference number

Select from:

Int 1

(7.53.2.5) Date target was set

04/30/2021

(7.53.2.6) Target coverage

Select from:

Organization-wide

(7.53.2.7) Greenhouse gases covered by target

Select all that apply

- Methane (CH4)
- Nitrous oxide (N2O)
- Carbon dioxide (CO2)
- Perfluorocarbons (PFCs)
- Hydrofluorocarbons (HFCs)

- Nitrogen trifluoride (NF3)
- Sulphur hexafluoride (SF6)

(7.53.2.8) Scopes

Select all that apply

- Scope 3

(7.53.2.10) Scope 3 categories

Select all that apply

- Category 11: Use of sold products

(7.53.2.11) Intensity metric

Select from:

- Grams CO2e per kilometer

(7.53.2.12) End date of base year

12/31/2018

(7.53.2.25) Intensity figure in base year for Scope 3, Category 11: Use of sold products

0.0002937

(7.53.2.32) Intensity figure in base year for total Scope 3

0.0002937000

(7.53.2.33) Intensity figure in base year for all selected Scopes

0.0002937000

(7.53.2.46) % of total base year emissions in Scope 3, Category 11: Use of sold products covered by this Scope 3, Category 11: Use of sold products intensity figure

100

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

67

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

100

(7.53.2.55) End date of target

12/31/2035

(7.53.2.56) Targeted reduction from base year (%)

51

(7.53.2.57) Intensity figure at end date of target for all selected Scopes

0.0001439130

(7.53.2.59) % change anticipated in absolute Scope 3 emissions

-51

(7.53.2.72) Intensity figure in reporting year for Scope 3, Category 11: Use of sold products

0.0003011

(7.53.2.79) Intensity figure in reporting year for total Scope 3

0.0003011000

(7.53.2.80) Intensity figure in reporting year for all selected Scopes

0.0003011000

(7.53.2.81) Land-related emissions covered by target

Select from:

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

(7.53.2.82) % of target achieved relative to base year

-4.94

(7.53.2.83) Target status in reporting year

Select from:

Underway

(7.53.2.85) Explain target coverage and identify any exclusions

GM's target includes all products covered within GM's operational control per GHG Protocol.

(7.53.2.86) Target objective

GM's target is to reduce Scope 3 GHG emissions from use of sold products of vehicles 51% per vehicle kilometer by 2035 from a 2018 base year.

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

Our primary approach for reducing Scope 3 vehicle emissions is through the relative growth of our EVs, which have a significantly lower emissions intensity during the use phase of the vehicle. Additionally, we partner with our suppliers on emissions reductions and are integrating sustainability considerations further across our product portfolio. Our path forward is guided by customer choice and demand. As we respond to our customers' needs, the mix of EV and ICE sales will fluctuate. In 2024, our performance reflected this dynamic: strong EV growth and a refreshed ICE portfolio drove overall sales, but sustained customer demand for ICE vehicles

resulted in a 3% increase in emissions intensity compared to our 2018 baseline. We remain focused on delivering a world-class portfolio of EVs and building the ecosystem to support them. • Investing in EV production, research and development, and supply chain. • Maintain diverse product portfolio-including a robust lineup of EVs. • Collaborating with Tesla to integrate the North American Charging Standard (NACS) in our EVs, beginning in 2025 • Investing in home, workplace and public charging infrastructure in the United States and Canada • Addressing the barriers to EV ownership in the United States through dealership education and engagement

(7.53.2.88) Target derived using a sectoral decarbonization approach

Select from:

Yes

[Add row]

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

Select all that apply

Targets to increase or maintain low-carbon energy consumption or production

(7.54.1) Provide details of your targets to increase or maintain low-carbon energy consumption or production.

Row 1

(7.54.1.1) Target reference number

Select from:

Low 1

(7.54.1.2) Date target was set

01/01/2016

(7.54.1.3) Target coverage

Select from:

Organization-wide

(7.54.1.4) Target type: energy carrier

Select from:

Electricity

(7.54.1.5) Target type: activity

Select from:

Consumption

(7.54.1.6) Target type: energy source

Select from:

Renewable energy source(s) only

(7.54.1.7) End date of base year

12/31/2018

(7.54.1.8) Consumption or production of selected energy carrier in base year (MWh)

600346.05

(7.54.1.9) % share of low-carbon or renewable energy in base year

9.81

(7.54.1.10) End date of target

12/31/2035

(7.54.1.11) % share of low-carbon or renewable energy at end date of target

100

(7.54.1.12) % share of low-carbon or renewable energy in reporting year

51

(7.54.1.13) % of target achieved relative to base year

45.67

(7.54.1.14) Target status in reporting year

Select from:

Underway

(7.54.1.16) Is this target part of an emissions target?

Yes, our RE-100 goal Match 100% of our electricity use with renewable electricity globally by 2035 complements our Scope 1&2 absolute emissions target of 72% GHG reduction by 2035 from a baseline of 2018.

(7.54.1.17) Is this target part of an overarching initiative?

Select all that apply

RE100

(7.54.1.19) Explain target coverage and identify any exclusions

GM announced a renewable electricity goal in September 2016 to match 100% renewable electricity by 2050 in our global facilities operations. In early 2020, we pulled forward our 100% global renewable electricity commitment to 2035 with interim goals of achieving 100% of U.S. sites by 2030. The US target was later accelerated for the end of 2025.

(7.54.1.20) Target objective

Match 100% of our electricity use with renewable electricity for our U.S. sites by the end of 2025, and globally by 2035

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

Sourcing and supporting the growth of renewable electricity through direct investments, on-site generation, green tariffs and power purchase agreements (PPAs) has been central to our renewable electricity goals and reducing Scope 2 emissions. We bolster our procurement through improved efficiency in our operations, addressing the reliability and resiliency of the grid and leveraging our scale in advocacy through collaborating with key organizations. Our renewable energy investments have generated jobs and local tax revenue—and contributed lower emissions sources of electricity to the grids—in states such as Michigan, Texas, Mississippi, Kentucky, Arkansas, Nebraska, Ohio and Illinois. These projects also help us secure independent sources of American energy. We continue to make progress toward our renewable electricity goals. Our 2024 U.S. renewable electricity consumption increased to 77%. With this consumption, we continue to rank highly on the EPA’s Green Power Partnership list. In 2024, our global renewable energy consumption totaled 2.9 million MWh, an increase compared to 2023. In addition, the share of our global renewable consumption increased to 51%, and we remain on track to meet our 2035 goal.

[Add row]

(7.55) 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.

Select from:

Yes

(7.55.1) 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
Under investigation	151	`Numeric input
To be implemented	73	33959
Implementation commenced	0	`Numeric input
Implemented	110	199664
Not to be implemented	0	`Numeric input

[Fixed row]

(7.55.2) Provide details on the initiatives implemented in the reporting year in the table below.

Row 1

(7.55.2.1) Initiative category & Initiative type

Low-carbon energy consumption

Other, please specify :Multiple renewables

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

176789

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

Select all that apply

Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

0

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

0

(7.55.2.7) Payback period

Select from:

No payback

(7.55.2.8) Estimated lifetime of the initiative

Select from:

11-15 years

(7.55.2.9) Comment

Our renewable electricity RE-100 commitment and implementation for our operations provides carbon reduction to help us meet our target glide path. This initiative includes the additional renewables that came online for 2024 (VPPAs and expanded green tariff subscriptions).

Row 2

(7.55.2.1) Initiative category & Initiative type

Company policy or behavioral change

Resource efficiency

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

9013

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

Select all that apply

Scope 1

Scope 2 (location-based)

Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

1242279

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

0

(7.55.2.7) Payback period

Select from:

<1 year

(7.55.2.8) Estimated lifetime of the initiative

Select from:

1-2 years

(7.55.2.9) Comment

Initiatives included improvements in weekend and daily shutdown, production volume efficiency, compressed air leak repair, floor temperature setpoint optimization and other energy conservation measures.

Row 3

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings

Other, please specify :Includes lighting, HVAC, building management systems, etc.

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

7000

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

Select all that apply

- Scope 1
- Scope 2 (location-based)
- Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

- Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

1258918

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

1189036

(7.55.2.7) Payback period

Select from:

- 1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

- 16-20 years

(7.55.2.9) Comment

GM implemented energy efficiency projects using Energy Performance Contracts and other methods focusing on HVAC optimization, installing LED lights, improving building management systems, and other measures.

Row 4

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in production processes

Process optimization

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

6862

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

Select all that apply

Scope 1

Scope 2 (location-based)

Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

1364986

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

1352500

(7.55.2.7) Payback period

Select from:

1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

6-10 years

(7.55.2.9) Comment

In 2024, GM implemented energy improvements in our processes from new more efficient equipment, variable speed drives on motors, process controls, and other energy conservation measures

[Add row]

(7.55.3) What methods do you use to drive investment in emissions reduction activities?

Row 1

(7.55.3.1) Method

Select from:

Employee engagement

(7.55.3.2) Comment

GM uses an energy management system (EMS), capital spending, and performance contracts to achieve energy-reduction goals. The basis of the system originates from Energy Star model and is integrated into our plan, do, check, act business plan. A total of 74 GM manufacturing and JV sites have met the EPA ENERGY STAR Challenge, with many sites achieving the goal multiple times for a total of 144 recognitions. To meet the EPA Challenge, industrial sites must reduce their source energy intensity by at least 10% within a five-year period. In 2024, three sites met the EPA Challenge. In 2024, we conducted 20 ENERGY STAR Treasure Hunts globally, identifying potential opportunities to reduce utility costs over \$11 million.

Row 2

(7.55.3.1) Method

Select from:

Dedicated budget for energy efficiency

(7.55.3.2) Comment

GM uses a dedicated budget Energy Performance Contracts (EPC), and Capital funding plan for operational energy efficiency projects. A blended approach of EPC & direct funding will be used as best suits our needs in meeting our energy efficiency goals.

[Add row]

(7.73) Are you providing product level data for your organization's goods or services?

Select from:

No, I am not providing data

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

Select from:

Yes

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

Row 1

(7.74.1.1) Level of aggregation

Select from:

Group of products or services

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

Select from:

Green Bond Principles (ICMA)

(7.74.1.3) Type of product(s) or service(s)

Road

Other, please specify :EV Production

(7.74.1.4) Description of product(s) or service(s)

Our 2024 EV portfolio included electric vehicles—such as our Cadillac Lyric, Chevy Blazer, Chevy Equinox EV, Chevy Silverado EV, Cadillac Escalade IQ, and GMC Hummer EV. These vehicles have zero tailpipe emissions and lower overall emissions compared to internal combustion engine (ICE) vehicles. Electric vehicles sold globally with lower emissions than comparable ICE vehicles available for sale provide our customers GHG reduction opportunities.

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

Select from:

Yes

(7.74.1.6) Methodology used to calculate avoided emissions

Select from:

Other, please specify :SBTi methodology for Well to Wheel Scope 3, Category 11, Use of sold products and difference between average ICE fleet and average EV fleet (gCO₂e/km) for 200,000 lifetime vkm and 114,432 EVs in the US from 2024 sold

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

Select from:

Use stage

(7.74.1.8) Functional unit used

Metric Tons of CO₂e

(7.74.1.9) Reference product/service or baseline scenario used

SBTi methodology for Well to Wheel Scope 3, Category 11, Use of sold products and difference between average ICE fleet and average EV fleet (gCO₂e/km) for 200,000 lifetime vkm and 114,432 EVs in the US from 2024 sold

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

Select from:

Use stage

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

4923713

(7.74.1.12) Explain your calculation of avoided emissions, including any assumptions

SBTi methodology for Well to Wheel Scope 3, Category 11, Use of sold products and difference between average ICE fleet and average EV fleet (gCO2e/km) for 200,000 lifetime vkm and 114432 EVs in the US from 2024 sold). We do not disclose the revenue of battery electric vehicles, thus we use the share of U.S. electric vehicles in total U.S sales.

[Add row]

(7.75) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

Row 1

(7.75.1) Activity

Select from:

Light Duty Vehicles (LDV)

(7.75.2) Metric

Select from:

Sales

(7.75.3) Technology

Select from:

Battery electric vehicle (BEV)

(7.75.4) Metric figure

4

(7.75.5) Metric unit

Select from:

% of total sales

(7.75.6) Explanation

Our US sales of electric vehicles in 2024 was 114,432 vehicles and the metric reported is based on sales volumes in 2024 of 2,705,080 vehicles. We are focusing on accelerating our transition toward EVs Metric includes Light Duty and Heavy Duty.

[Add row]

(7.79) Has your organization retired any project-based carbon credits within the reporting year?

Select from:

No

C9. Environmental performance - Water security

(9.1) Are there any exclusions from your disclosure of water-related data?

Select from:

Yes

(9.1.1) Provide details on these exclusions.

Row 1

(9.1.1.1) Exclusion

Select from:

Facilities

(9.1.1.2) Description of exclusion

Small facilities with insignificant water use are excluded from reporting. Because these facilities generally support minimal or sporadic operations, routine metering of water use is impractical. As small-scale sites, their water withdrawals are negligible and reserved solely for health and safety purposes.

(9.1.1.3) Reason for exclusion

Select from:

Data is not available

(9.1.1.4) Primary reason why data is not available

Select from:

Judged to be unimportant or not relevant

(9.1.1.7) Percentage of water volume the exclusion represents

Select from:

Unknown

(9.1.1.8) Please explain

GM has a robust utility management system operated by a third party globally with invoice verification and auto bill pay in some countries. Small facilities, including some leased buildings, have minimal impact on cost and water security and are not included in the utility bill management system. Based on the water intensity of our included non-manufacturing facilities along with the number and size of our excluded facilities, we estimate that these exclusions represent 0.1% of our total withdrawal and are insignificant.

[Add row]

(9.2) Across all your operations, what proportion of the following water aspects are regularly measured and monitored?

Water withdrawals – total volumes

(9.2.1) % of sites/facilities/operations

Select from:

100%

(9.2.2) Frequency of measurement

Select from:

Monthly

(9.2.3) Method of measurement

Onsite meter reading, readings from water supplier invoice, remote monitoring of water meter consumption

(9.2.4) Please explain

GM measures and monitors 100% of our major facilities water withdrawals using either invoices or meter data on a monthly basis. It is tracked in a global utility database and the data is verified by an independent third party annually. Some small facilities (offices) have water service included in their lease rate and we do not track the water withdrawal. Our estimate is that this represents 0.1% of our water withdrawal. As water management is integrated into our business plan, we set goals for each main facility and track progress on a monthly scorecard at the facility, regional, and company level and report to senior management

Water withdrawals – volumes by source

(9.2.1) % of sites/facilities/operations

Select from:

100%

(9.2.2) Frequency of measurement

Select from:

Monthly

(9.2.3) Method of measurement

Onsite meter reading, readings from water supplier invoice, remote monitoring of water meter consumption

(9.2.4) Please explain

GM measures and monitors 100% of our major facilities water withdrawals by source using either invoices or meter data on a monthly basis. It is tracked in a global utility database by source and the data is verified by an independent third party annually. Some small facilities (offices) have water service included in their lease rate and we do not track the water withdrawal. Our estimate is that this represents 0.1% of our water withdrawal

Water withdrawals quality

(9.2.1) % of sites/facilities/operations

Select from:

100%

(9.2.2) Frequency of measurement

Select from:

Yearly

(9.2.3) Method of measurement

Various approved analytical methodology (i.e. EPA 40CFR136 testing)

(9.2.4) Please explain

GM measures and monitors 100% of our major facilities water withdrawal quality either from supplier provided test results or our own lab testing on a monthly basis or more frequently as required by local regulations. Some small facilities (offices) have water service included in their lease rate and we request water quality from the supplier. Our estimate is that this represents 0.1% of our water discharge quality. Global Workplace Safety System and internal Environmental Performance Criteria outlines the annual sampling requirement

Water discharges – total volumes

(9.2.1) % of sites/facilities/operations

Select from:

100%

(9.2.2) Frequency of measurement

Select from:

Yearly

(9.2.3) Method of measurement

Onsite meter reading, readings from water supplier invoice, wastewater treatment plant invoice/meter reading

(9.2.4) Please explain

GM measures and monitors 100% of our major facilities industrial water discharges using either invoices, meter data, or engineering estimates. It is tracked in a global environmental database annually. Some small facilities (offices) have water service, including discharge included in their lease rate and we do not track the water discharged. Our estimate is that this represents 0.1% of our water discharge.

Water discharges – volumes by destination

(9.2.1) % of sites/facilities/operations

Select from:

100%

(9.2.2) Frequency of measurement

Select from:

Yearly

(9.2.3) Method of measurement

Onsite meter reading, readings from water supplier invoice, wastewater treatment plant invoice/meter reading

(9.2.4) Please explain

GM measures and monitors 100% of our major facilities industrial water discharges by destination using either invoices, meter data, or engineering estimates. It is tracked in a global environmental database annually. Some small facilities (offices) have water service, including discharge included in their lease rate and we do not track the water discharged. Our estimate is that this represents 0.1% of our water discharge.

Water discharges – volumes by treatment method

(9.2.1) % of sites/facilities/operations

Select from:

100%

(9.2.2) Frequency of measurement

Select from:

Yearly

(9.2.3) Method of measurement

Onsite meter reading, readings from water supplier invoice, wastewater treatment plant invoice/meter reading

(9.2.4) Please explain

GM measures and monitors 100% of our major facilities industrial water discharges by treatment method using either invoices, meter data, or engineering estimates. It is tracked in a global environmental database annually. Some small facilities (offices) have water service, including discharge by treatment method included in their lease rate and we do not track the water discharged by treatment method. Our estimate is that this represents 0.1% of our water discharge by treatment method.

Water discharge quality – by standard effluent parameters

(9.2.1) % of sites/facilities/operations

Select from:

100%

(9.2.2) Frequency of measurement

Select from:

Yearly

(9.2.3) Method of measurement

Various approved analytical methodology (i.e. EPA 40CFR136 testing)

(9.2.4) Please explain

Where required by regulatory agency, GM measures and monitors 100% of our regulated discharges from major facilities. As specified within our regulatory obligations, frequency and analytical testing methods stated by the EPA (40CFR136) are utilized by our 3rd party laboratories in the United States. Some small facilities (offices) have water service, including discharge that are included in their lease rate and we do not track the water quality data. Our estimate is that this represents 0.1% of our water discharge by quality data by standard effluent parameters. Internal Environmental Performance Criteria (EPC-003) stipulates parameters and discharge concentrations for review for instances where a site discharge permit does not exist or is not required.

Water discharge quality – emissions to water (nitrates, phosphates, pesticides, and/or other priority substances)

(9.2.1) % of sites/facilities/operations

Select from:

100%

(9.2.2) Frequency of measurement

Select from:

Yearly

(9.2.3) Method of measurement

Various approved analytical methodology (i.e. EPA 40CFR136 testing)

(9.2.4) Please explain

At facilities where phosphates, nitrates, pesticides and other priority substances are regulated, GM measures and monitors these parameters. Frequency of measurement varies based on location.

Water discharge quality – temperature

(9.2.1) % of sites/facilities/operations

Select from:

100%

(9.2.2) Frequency of measurement

Select from:

Yearly

(9.2.3) Method of measurement

Calibrated portable temperature probe, permanently installed calibrated temperature probe

(9.2.4) Please explain

At facilities where discharge temperature is regulated, GM measures 100% of the discharge temperature, where required. We do not monitor temperatures where there is no possibility of elevated temperatures as is the case for most of our operations. Frequency of measurement varies based on location.

Water consumption – total volume

(9.2.1) % of sites/facilities/operations

Select from:

100%

(9.2.2) Frequency of measurement

Select from:

Yearly

(9.2.3) Method of measurement

Onsite meter reading, readings from water supplier invoice, remote monitoring of water meter consumption

(9.2.4) Please explain

Water Consumption is calculated from withdrawal by source and discharge by source data for 100% of our major facilities. We monitor it on an annual basis as our focus for water security is on withdrawal. Some small facilities (offices) have water service, including discharge that are included in their lease rate and we do not track the water withdrawal or discharge data. Our estimate is that small facilities represent 0.1% of our water consumption - total volume.

Water recycled/reused

(9.2.1) % of sites/facilities/operations

Select from:

100%

(9.2.2) Frequency of measurement

Select from:

Yearly

(9.2.3) Method of measurement

Onsite meter readings

(9.2.4) Please explain

At GM facilities where water is reused or recycled as part of the major supply, e.g., Zero-liquid discharge, we monitor the volume of recycled water. Where we recycle at a local process, e.g. phosphate tank in paint shop, metering is not always used as the volume is not an important parameter, just that we reuse 100% of water from the stage that has higher quality vs. lower quality. We estimate that about 2% of our facilities measure reuse or recycle water on a monthly basis. Frequency of measurement varies based on location.

The provision of fully-functioning, safely managed WASH services to all workers

(9.2.1) % of sites/facilities/operations

Select from:

100%

(9.2.2) Frequency of measurement

Select from:

Monthly

(9.2.3) Method of measurement

Various approved analytical methodology (i.e. EPA 40CFR136 testing)

(9.2.4) Please explain

*100% of our facilities provide clean water for drinking, sanitation, cooking and cleaning purposes to our employees globally. WASH is monitored on a monthly basis using water quality information to verify that clean water supply is provided to employees. GM has policies and procedures for WASH at all of our global facilities.
[Fixed row]*

(9.2.2) What are the total volumes of water withdrawn, discharged, and consumed across all your operations, how do they compare to the previous reporting year, and how are they forecasted to change?

Total withdrawals

(9.2.2.1) Volume (megaliters/year)

17357

(9.2.2.2) Comparison with previous reporting year

Select from:

Lower

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

Investment in water-smart technology/process

(9.2.2.4) Five-year forecast

Select from:

Lower

(9.2.2.5) Primary reason for forecast

Select from:

Increase/decrease in efficiency

(9.2.2.6) Please explain

Water withdrawal decreased by 2.0% from 2023. Global production increased in 2024 compared to 2023, while water withdrawal declined, reflecting the sustained investment in advanced water management technologies. While 2024 water intensity was less than 2023 we continue to expect water withdrawal to decrease due to increased process, equipment and facility efficiencies.

Total discharges

(9.2.2.1) Volume (megaliters/year)

13159

(9.2.2.2) Comparison with previous reporting year

Select from:

- About the same

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

- Increase/decrease in business activity

(9.2.2.4) Five-year forecast

Select from:

- Lower

(9.2.2.5) Primary reason for forecast

Select from:

- Investment in water-smart technology/process

(9.2.2.6) Please explain

Water discharges increased slightly by 1% from 2023. We currently expect discharge volumes to decrease due to increased process and facility efficiencies, including investment in reuse/recycling technologies. GM Mexico-San Luis Potosi facility does not discharge water offsite and therefore is not included in this calculation.

Total consumption

(9.2.2.1) Volume (megaliters/year)

4198

(9.2.2.2) Comparison with previous reporting year

Select from:

- Much lower

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

- Increase/decrease in efficiency

(9.2.2.4) Five-year forecast

Select from:

- Lower

(9.2.2.5) Primary reason for forecast

Select from:

- Investment in water-smart technology/process

(9.2.2.6) Please explain

Water consumption decreased by 11% from 2023 due to the successful implementation of several innovative water savings projects. We currently expect consumption to continue decreasing based on investments in water smart technology/process improvements within the facility. Consumption is calculated based on global water withdrawal minus water discharge.

[Fixed row]

(9.2.4) Indicate whether water is withdrawn from areas with water stress, provide the volume, how it compares with the previous reporting year, and how it is forecasted to change.

(9.2.4.1) Withdrawals are from areas with water stress

Select from:

- Yes

(9.2.4.2) Volume withdrawn from areas with water stress (megaliters)

(9.2.4.3) Comparison with previous reporting year

Select from:

Higher

(9.2.4.4) Primary reason for comparison with previous reporting year

Select from:

Increase/decrease in business activity

(9.2.4.5) Five-year forecast

Select from:

Lower

(9.2.4.6) Primary reason for forecast

Select from:

Increase/decrease in efficiency

(9.2.4.7) % of total withdrawals that are withdrawn from areas with water stress

9.18

(9.2.4.8) Identification tool

Select all that apply

WWF Water Risk Filter

(9.2.4.9) Please explain

GM used global water withdrawal data and location coordinates from various global sites to assess water stress using the WWF Water Risk Filter. Annual results vary based on modelling updates and internal data available for the different sites. In 2024, WWF Water Risk Filter and local knowledge showed four (4) GM facilities in Mexico (San Luis Potosi, Silao, Toluca and Ramos Arizpe) as high or extremely high (>80%) water stressed, meaning the ratio of total water withdrawals to available

renewable surface and groundwater supplies. Ongoing investments in water reuse and recycling efforts continue at our water-stressed locations. A completed investigation into utilizing third-party effluent for onsite treatment and reuse at our facility is expected to further reduce the volume of groundwater withdrawn from wells.

[Fixed row]

(9.2.7) Provide total water withdrawal data by source.

Fresh surface water, including rainwater, water from wetlands, rivers, and lakes

(9.2.7.1) Relevance

Select from:

Relevant but volume unknown

(9.2.7.5) Please explain

GM facilities have minimal withdrawal of rainwater, water from wetlands, rivers, and lakes. Additionally, GM Assembly plant paint shops require high quality water and treatment costs are excessive for surface water use. Due to proximity and quality issues, ongoing investigations on how to utilize this source of water continues.

Brackish surface water/Seawater

(9.2.7.1) Relevance

Select from:

Not relevant

(9.2.7.5) Please explain

We have no sites near sources of Brackish/seawater. Additionally, GM Assembly plant paint shops require high quality water Due to proximity and quality issues, we do not expect this source to be relevant in the near future.

Groundwater – renewable

(9.2.7.1) Relevance

Select from:

Relevant

(9.2.7.2) Volume (megaliters/year)

1343

(9.2.7.3) Comparison with previous reporting year

Select from:

Higher

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

Increase/decrease in business activity

(9.2.7.5) Please explain

Groundwater water - renewable is relevant based on GM manufacturing plant locations that can provide significant cost savings for groundwater renewable compared to potentially more expensive third party supplied water. Groundwater- renewable use was 13% higher in 2024 versus 2023. Groundwater withdrawal at these sites was higher than in previous years due several facilities being temporarily shutdown for upgrades in order to produce a new vehicle. We expect the groundwater volumes to remain steady in the future based on forecasted increased production volume partially offset with water conservation.

Groundwater – non-renewable

(9.2.7.1) Relevance

Select from:

Relevant

(9.2.7.2) Volume (megaliters/year)

1594

(9.2.7.3) Comparison with previous reporting year

Select from:

About the same

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

Increase/decrease in business activity

(9.2.7.5) Please explain

Groundwater water - non-renewable is relevant based on GM manufacturing plant locations that are found in water stressed locations. Groundwater non-renewable use was 11% higher in 2024 versus 2023. Groundwater-non-renewable is exclusively from our Mexico facilities, which several were temporarily shutdown in 2023 for upgrades coming back online in 2024. We expect the future non-renewable water withdraw to remain steady as future production is aligned to global demands and additional water conservation and reuse efforts are implemented.

Produced/Entrained water

(9.2.7.1) Relevance

Select from:

Not relevant

(9.2.7.5) Please explain

GM facility locations are not in close proximity to sources of Produced/Entrained water. Due to proximity and quality issues, we do not expect this source to be relevant in the future.

Third party sources

(9.2.7.1) Relevance

Select from:

Relevant

(9.2.7.2) Volume (megaliters/year)

14419

(9.2.7.3) Comparison with previous reporting year

Select from:

Much lower

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

Investment in water-smart technology/process

(9.2.7.5) Please explain

Third party water sources are relevant to GM based on manufacturing plant locations being near third party sources that can provide significant cost savings compared to other sources. In many instances, third party sources have higher quality levels providing cost savings for reduced pre-treatment costs. Third party water source use was 4.5% lower in 2024 versus 2023. We expect a decrease use in the future based on increased production volume efficiencies and water efficient equipment investments.

[Fixed row]

(9.2.8) Provide total water discharge data by destination.

Fresh surface water

(9.2.8.1) Relevance

Select from:

Relevant

(9.2.8.2) Volume (megaliters/year)

2909.42

(9.2.8.3) Comparison with previous reporting year

Select from:

Lower

(9.2.8.4) Primary reason for comparison with previous reporting year

Select from:

Increase/decrease in business activity

(9.2.8.5) Please explain

Fresh water discharge is relevant to certain GM locations where GM discharges directly to bodies of water. Fresh Water discharge was 21% lower in 2024 vs. 2023.

Brackish surface water/seawater

(9.2.8.1) Relevance

Select from:

Not relevant

(9.2.8.5) Please explain

We have no sites in close proximity of Brackish/sea water for the possibility to discharge as a cost effective method. Additionally, treatment costs are excessive for discharges to brackish/seawater use. Due to proximity and pre-treatment costs, we do not expect this source to be relevant in the future

Groundwater

(9.2.8.1) Relevance

Select from:

Relevant

(9.2.8.2) Volume (megaliters/year)

168.16

(9.2.8.3) Comparison with previous reporting year

Select from:

Much higher

(9.2.8.4) Primary reason for comparison with previous reporting year

Select from:

Increase/decrease in business activity

(9.2.8.5) Please explain

Groundwater discharge was much higher (39%) in 2024 vs. 2023 due to increased production activities, facility expansions, retooling, and construction work in some facilities across North America.

Third-party destinations

(9.2.8.1) Relevance

Select from:

Relevant

(9.2.8.2) Volume (megaliters/year)

10081.07

(9.2.8.3) Comparison with previous reporting year

Select from:

Higher

(9.2.8.4) Primary reason for comparison with previous reporting year

Select from:

Increase/decrease in business activity

(9.2.8.5) Please explain

Third party discharge is relevant to GM, as a majority of GM manufacturing sites are in close proximity to 3rd party sewers which further treat its wastewater. Third Party discharge was 9% higher in 2024 vs. 2023.

[Fixed row]

(9.2.9) Within your direct operations, indicate the highest level(s) to which you treat your discharge.

Tertiary treatment

(9.2.9.1) Relevance of treatment level to discharge

Select from:

Relevant

(9.2.9.2) Volume (megaliters/year)

10996

(9.2.9.3) Comparison of treated volume with previous reporting year

Select from:

Lower

(9.2.9.4) Primary reason for comparison with previous reporting year

Select from:

Increase/decrease in business activity

(9.2.9.5) % of your sites/facilities/operations this volume applies to

Select from:

91-99

(9.2.9.6) Please explain

Tertiary treatment is provided where necessary to achieve water treatment requirements-for example, where the local governmental wastewater treatment system will not adequately treat the wastewater. Tertiary treatment is also important at sites in Mexico, where we reuse wastewater as process water to reduce impact on non-renewable well withdrawal. As the water reuse is zero liquid discharge, the only water that is discharged is due to evaporation. The General Motors Environmental Performance Criteria (GM EPC) are universal performance requirements designed to protect human health and the environment. GM EPC establish minimum baseline performance requirements and supplement applicable laws and regulations. Each GM Operating Unit must comply with the performance requirements of its applicable laws and regulations and to the GM EPC when these requirements are more protective of the environment. One such EPC describes performance requirements to manage wastewater generated from GM Operating Units and storm water associated with the GM Operating Unit's activities in the absence of equally protective laws or regulations.

Secondary treatment

(9.2.9.1) Relevance of treatment level to discharge

Select from:

Relevant

(9.2.9.2) Volume (megaliters/year)

962.45

(9.2.9.3) Comparison of treated volume with previous reporting year

Select from:

Much higher

(9.2.9.4) Primary reason for comparison with previous reporting year

Select from:

Increase/decrease in business activity

(9.2.9.5) % of your sites/facilities/operations this volume applies to

Select from:

1-10

(9.2.9.6) Please explain

The General Motors Environmental Performance Criteria (GM EPC) are universal performance requirements designed to protect human health and the environment. GM EPC establish minimum baseline performance requirements and supplement applicable laws and regulations. Each GM Operating Unit must comply with the performance requirements of its applicable laws and regulations and to the GM EPC when these requirements are more protective of the environment.

Primary treatment only

(9.2.9.1) Relevance of treatment level to discharge

Select from:

Relevant

(9.2.9.2) Volume (megaliters/year)

153.06

(9.2.9.3) Comparison of treated volume with previous reporting year

Select from:

Much lower

(9.2.9.4) Primary reason for comparison with previous reporting year

Select from:

Increase/decrease in business activity

(9.2.9.5) % of your sites/facilities/operations this volume applies to

Select from:

1-10

(9.2.9.6) Please explain

GM performs preliminary treatment as its primary treatment method to remove oils in its wastewater at some of its manufacturing sites prior to discharge to a publicly owned treatment facility in most instances. The General Motors Environmental Performance Criteria (GM EPC) are universal performance requirements designed to protect human health and the environment. GM EPC establish minimum baseline performance requirements and supplement applicable laws and regulations. Each GM Operating Unit must comply with the performance requirements of its applicable laws and regulations and to the GM EPC when these requirements are more protective of the environment. One such EPC describes performance requirements to manage wastewater generated from GM Operating Units and storm water associated with the GM Operating Unit's activities in the absence of equally protective laws or regulations.

Discharge to the natural environment without treatment

(9.2.9.1) Relevance of treatment level to discharge

Select from:

Relevant

(9.2.9.2) Volume (megaliters/year)

690.89

(9.2.9.3) Comparison of treated volume with previous reporting year

Select from:

Much higher

(9.2.9.4) Primary reason for comparison with previous reporting year

Select from:

Increase/decrease in business activity

(9.2.9.5) % of your sites/facilities/operations this volume applies to

Select from:

1-10

(9.2.9.6) Please explain

Each GM Operating Unit must comply with the performance requirements of its applicable laws and regulations and to the GM EPC when these requirements are more protective of the environment.

Discharge to a third party without treatment

(9.2.9.1) Relevance of treatment level to discharge

Select from:

Relevant

(9.2.9.2) Volume (megaliters/year)

356.33

(9.2.9.3) Comparison of treated volume with previous reporting year

Select from:

This is our first year of measurement

(9.2.9.5) % of your sites/facilities/operations this volume applies to

Select from:

1-10

(9.2.9.6) Please explain

GM has offices and other non-manufacturing locations that discharge domestic sewage directly to third parties without pre-treatment. Based on people counts at manufacturing and major manufacturing facilities, we estimate that these unmetered discharges are not relevant to our water balance.

Other

(9.2.9.1) Relevance of treatment level to discharge

Select from:

Not relevant

(9.2.9.6) Please explain

There are no other levels of treatment present.

[Fixed row]

(9.3) In your direct operations and upstream value chain, what is the number of facilities where you have identified substantive water-related dependencies, impacts, risks, and opportunities?

Direct operations

(9.3.1) Identification of facilities in the value chain stage

Select from:

Yes, we have assessed this value chain stage and identified facilities with water-related dependencies, impacts, risks, and opportunities

(9.3.2) Total number of facilities identified

4

(9.3.3) % of facilities in direct operations that this represents

Select from:

1-25

(9.3.4) Please explain

Using the WWF Water Risk Atlas, 4 GM direct operation facilities indicated substantive site risk for water stress. The four (4) facilities are located in Mexico. The Silao, Mexico Assembly facility uses deep non-renewable wells that are showing signs of stress and mitigation efforts with near zero liquid discharge are being implemented at the site. The risk at Silao was identified using internal company methods by the site utility manager and mitigated with installation of water reuse equipment. San Luis Potosi, MX site has similar, but deeper non-renewable wells and the risk was identified prior to construction with mitigation by installation of Zero-Liquid Discharge and water reuse. Ramos Arizpe and Toluca are the other two facilities in Mexico whose water supply is also well water based.

Upstream value chain

(9.3.1) Identification of facilities in the value chain stage

Select from:

Yes, we have assessed this value chain stage and identified facilities with water-related dependencies, impacts, risks, and opportunities

(9.3.4) Please explain

Using GM supply chain mapping tool as a base, we have evaluated all known Tier 1 supplier operating sites and identified those with higher risks related to water quality and availability utilizing WWF Risk Filter Suite following their methodology.

[Fixed row]

(9.3.1) For each facility referenced in 9.3, provide coordinates, water accounting data, and a comparison with the previous reporting year.

Row 1

(9.3.1.1) Facility reference number

Select from:

Facility 1

(9.3.1.2) Facility name (optional)

Ramos Arizpe Complex

(9.3.1.3) Value chain stage

Select from:

Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

- Risks
- Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:

- Yes, withdrawals and discharges

(9.3.1.7) Country/Area & River basin

Mexico

- Other, please specify :Rio Grande/Bravo

(9.3.1.8) Latitude

25.51052

(9.3.1.9) Longitude

-100.96924

(9.3.1.10) Located in area with water stress

Select from:

- Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

729

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

Higher

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

0

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

0

(9.3.1.18) Withdrawals from groundwater - non-renewable

729

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

0

(9.3.1.21) Total water discharges at this facility (megaliters)

69

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

Much lower

(9.3.1.23) Discharges to fresh surface water

(9.3.1.24) Discharges to brackish surface water/seawater

0

(9.3.1.25) Discharges to groundwater

0

(9.3.1.26) Discharges to third party destinations

0

(9.3.1.27) Total water consumption at this facility (megaliters)

660

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

 Higher**(9.3.1.29) Please explain**

GM's Ramos Arizpe vehicle complex in Mexico produces ICE and EV vehicles as well as powertrain's and is an important, strategic, manufacturing asset. Consumption is calculated using well water withdrawal minus discharge volume. As observed by the lower discharge volume, in 2024, the water reuse capacity continued to be increased at GM Ramos Arizpe complex to reduce the impact on the deep wells and to ensure water supply to this important automotive manufacturing complex. Production increased significantly by over 26% in 2024 leading to the increase withdrawal and consumption of water.

Row 2**(9.3.1.1) Facility reference number**

Select from:

 Facility 2

(9.3.1.2) Facility name (optional)

Silao Vehicle Assembly and Global Propulsion Complex

(9.3.1.3) Value chain stage

Select from:

Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

Risks

Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:

Yes, withdrawals and discharges

(9.3.1.7) Country/Area & River basin

Mexico

Other, please specify :Rio Lerma/Lerma River

(9.3.1.8) Latitude

20.9514

(9.3.1.9) Longitude

-101.388

(9.3.1.10) Located in area with water stress

Select from:

Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

506

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

Higher

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

0

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

0

(9.3.1.18) Withdrawals from groundwater - non-renewable

506

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

0

(9.3.1.21) Total water discharges at this facility (megaliters)

248

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

Higher

(9.3.1.23) Discharges to fresh surface water

0

(9.3.1.24) Discharges to brackish surface water/seawater

0

(9.3.1.25) Discharges to groundwater

13

(9.3.1.26) Discharges to third party destinations

235

(9.3.1.27) Total water consumption at this facility (megaliters)

258

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

Higher

(9.3.1.29) Please explain

GM's Silao Mexico assembly complex produces light duty trucks for GM customers and is located in the state of Guanajuato. Light duty trucks comprise a significant portion of our current earnings, therefore Silao is an important strategic part of our manufacturing portfolio. The sole water supply to our Silao facility is from 300-meter deep nonrenewable wells. There was a 20% increase in vehicle production at Silao in 2024 compared with 2023 thereby causing an increase in water consumption.

Row 3

(9.3.1.1) Facility reference number

Select from:

Facility 3

(9.3.1.2) Facility name (optional)

Toluca

(9.3.1.3) Value chain stage

Select from:

Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

Risks

Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:

Yes, withdrawals and discharges

(9.3.1.7) Country/Area & River basin

Mexico

Other, please specify :Rio Lerma/Lerma River

(9.3.1.8) Latitude

19.2826

(9.3.1.9) Longitude

-99.6557

(9.3.1.10) Located in area with water stress

Select from:

Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

121

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

About the same

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

0

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

0

(9.3.1.18) Withdrawals from groundwater - non-renewable

121

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

0

(9.3.1.21) Total water discharges at this facility (megaliters)

41

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

Higher

(9.3.1.23) Discharges to fresh surface water

0

(9.3.1.24) Discharges to brackish surface water/seawater

0

(9.3.1.25) Discharges to groundwater

38

(9.3.1.26) Discharges to third party destinations

3

(9.3.1.27) Total water consumption at this facility (megaliters)

80

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

Lower

(9.3.1.29) Please explain

GM's Toluca facility continued efforts to lower water consumption, which was achieved in 2024 compared with 2023. Consumption is calculated using well water withdrawal minus discharge volume. The Toluca plant is a propulsion system and foundry facility.

Row 4

(9.3.1.1) Facility reference number

Select from:

Facility 4

(9.3.1.2) Facility name (optional)

San Luis Potosi Assembly complex

(9.3.1.3) Value chain stage

Select from:

Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

- Risks
- Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:

- Yes, withdrawals and discharges

(9.3.1.7) Country/Area & River basin

Mexico

- Other, please specify :Mexico, Pacific Coast

(9.3.1.8) Latitude

24.0251

(9.3.1.9) Longitude

-104.604

(9.3.1.10) Located in area with water stress

Select from:

- Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

238

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

- Higher

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

0

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

0

(9.3.1.18) Withdrawals from groundwater - non-renewable

238

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

0

(9.3.1.21) Total water discharges at this facility (megaliters)

0

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

About the same

(9.3.1.23) Discharges to fresh surface water

0

(9.3.1.24) Discharges to brackish surface water/seawater

0

(9.3.1.25) Discharges to groundwater

0

(9.3.1.26) Discharges to third party destinations

0

(9.3.1.27) Total water consumption at this facility (megaliters)

162

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

Much lower

(9.3.1.29) Please explain

GM's San Luis Potosi (SLP) vehicle complex in Mexico produces vehicles and powertrain's and is an important, strategic, manufacturing asset. SLP plant had a 24% increase in vehicle production in 2024 compared to 2023. However, with the increase in production, water consumption decreased due to ongoing investments in the water/wastewater reuse and recycling system. Consumption is calculated using well water withdrawal minus discharge volume to the onsite solar evaporation pond. The mitigation method of Zero Liquid Discharge for process wastewater reuse helps to reduce the impact on the wells and to ensure water supply to this important automotive complex. Since the facility discharges water to an onsite solar evaporation pond, there is no water discharge from the site boundaries.

[Add row]

(9.3.2) For the facilities in your direct operations referenced in 9.3.1, what proportion of water accounting data has been third party verified?

Water withdrawals – total volumes

(9.3.2.1) % verified

Select from:

76-100

(9.3.2.2) Verification standard used

The verification was conducted in accordance with ISO 14064:3, the AA1000 AccountAbility Principles Standard (2008) and APEX, Companies, LLC. Standard Operating Procedures developed for accreditation to ISO 14065.

Water withdrawals – volume by source

(9.3.2.1) % verified

Select from:

76-100

(9.3.2.2) Verification standard used

The verification was conducted in accordance with ISO 14064:3, the AA1000 AccountAbility Principles Standard (2008) and APEX Companies, LLCs Standard Operating Procedures developed for accreditation to ISO 14065.

Water withdrawals – quality by standard water quality parameters

(9.3.2.1) % verified

Select from:

Not verified

(9.3.2.3) Please explain

There is no requirement to have 3rd party verification of the standard water quality parameters. GM does not plan on implementing 3rd party verification of this data within the next two years. There is internal guidance within our Global Workplace Safety System that requires annual drinking water testing, specifications are noted within the internal guidance

Water discharges – total volumes

(9.3.2.1) % verified

Select from:

Not verified

(9.3.2.3) Please explain

There is no requirement to have 3rd party verification of the standard water quality parameters. GM does not plan on implementing 3rd party verification of this data within the next two years. There is internal guidance within our Global Workplace Safety System that requires annual drinking water testing, specifications are noted within the internal guidance

Water discharges – volume by destination

(9.3.2.1) % verified

Select from:

Not verified

(9.3.2.3) Please explain

There is no requirement to have 3rd party verification of the standard water quality parameters. GM does not plan on implementing 3rd party verification of this data within the next two years. There is internal guidance within our Global Workplace Safety System that requires annual drinking water testing, specifications are noted within the internal guidance

Water discharges – volume by final treatment level

(9.3.2.1) % verified

Select from:

Not verified

(9.3.2.3) Please explain

There is no requirement to have 3rd party verification of the standard water quality parameters. GM does not plan on implementing 3rd party verification of this data within the next two years. There is internal guidance within our Global Workplace Safety System that requires annual drinking water testing, specifications are noted within the internal guidance

Water discharges – quality by standard water quality parameters

(9.3.2.1) % verified

Select from:

Not verified

(9.3.2.3) Please explain

There is no requirement to have 3rd party verification of the standard water quality parameters. GM does not plan on implementing 3rd party verification of this data within the next two years. There is internal guidance within our Global Workplace Safety System that requires annual drinking water testing, specifications are noted within the internal guidance

Water consumption – total volume

(9.3.2.1) % verified

Select from:

Not verified

(9.3.2.3) Please explain

*EPA 40CFR136 Water Quality Testing and other Country specific guidance. Since water consumption is calculated based on water withdrawal subtracting water discharged, not all data has been third party verified as noted previously.
[Fixed row]*

(9.4) Could any of your facilities reported in 9.3.1 have an impact on a requesting CDP supply chain member?

Select from:

We do not have this data and have no intentions to collect it

(9.5) Provide a figure for your organization's total water withdrawal efficiency.

(9.5.1) Revenue (currency)

171605000000

(9.5.2) Total water withdrawal efficiency

9886789.19

(9.5.3) Anticipated forward trend

We based the denominator on total automotive net sales and revenue. We currently expect withdrawal efficiency to stabilize or increase due to a decrease in production based on early 2025 forecasts.

[Fixed row]

(9.12) Provide any available water intensity values for your organization's products or services.

Row 1

(9.12.1) Product name

Vehicle produced (one unit)

(9.12.2) Water intensity value

4.74

(9.12.3) Numerator: Water aspect

Select from:

Water withdrawn

(9.12.4) Denominator

Number of units produced

(9.12.5) Comment

Global Water Intensity calculations include our automotive operational and manufacturing facilities. The total volume of water withdrawn is divided by the number of units produced in order to calculate an intensity metric.

[Add row]

(9.13) Do any of your products contain substances classified as hazardous by a regulatory authority?

	Products contain hazardous substances
	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

(9.13.1) What percentage of your company's revenue is associated with products containing substances classified as hazardous by a regulatory authority?

Row 1

(9.13.1.1) Regulatory classification of hazardous substances

Select from:

Annex XVII of EU REACH Regulation

(9.13.1.2) % of revenue associated with products containing substances in this list

Select from:

- More than 80%

(9.13.1.3) Please explain

Products contain chemicals listed on Annex XVII of EU REACH Regulation. The EU regulation does not cover parts sold in non-EU countries

Row 2

(9.13.1.1) Regulatory classification of hazardous substances

Select from:

- Candidate List of Substances of Very High Concern for Authorisation above 0.1% by weight (EU Regulation)

(9.13.1.2) % of revenue associated with products containing substances in this list

Select from:

- More than 80%

(9.13.1.3) Please explain

Products contain chemicals listed on Candidate List of Substances of Very High Concern for Authorisation above 0.1% by weight (EU Regulation). The EU regulation does not cover parts sold in non-EU countries

Row 3

(9.13.1.1) Regulatory classification of hazardous substances

Select from:

- EU Persistent Organic Pollutants (POPs) Regulation

(9.13.1.2) % of revenue associated with products containing substances in this list

Select from:

- More than 80%

(9.13.1.3) Please explain

Products contain chemicals listed on EU Persistent Organic Pollutants (POPs) Regulation. The EU regulation does not cover parts sold in non-EU countries

Row 4

(9.13.1.1) Regulatory classification of hazardous substances

Select from:

Annex XIV of UK REACH Regulation

(9.13.1.2) % of revenue associated with products containing substances in this list

Select from:

More than 80%

(9.13.1.3) Please explain

Products contain chemicals listed on Annex XIV of UK REACH Regulation. The UK regulation does not cover parts sold in non-UK countries

Row 5

(9.13.1.1) Regulatory classification of hazardous substances

Select from:

Candidate List of Substances of Very High Concern (UK Regulation)

(9.13.1.2) % of revenue associated with products containing substances in this list

Select from:

More than 80%

(9.13.1.3) Please explain

Products contain chemicals listed on the Candidate List of Substances of Very High Concern. The UK regulation does not cover parts sold in non-UK countries

Row 6

(9.13.1.1) Regulatory classification of hazardous substances

Select from:

Federal Water Pollution Control Act / Clean Water Act (United States Regulation)

(9.13.1.2) % of revenue associated with products containing substances in this list

Select from:

More than 80%

(9.13.1.3) Please explain

Products contain chemicals listed on the Federal Water Pollution Control Act. The US regulation does not cover parts produced in non US countries.

Row 7

(9.13.1.1) Regulatory classification of hazardous substances

Select from:

Water Pollution Prevention Act (Japan Regulation)

(9.13.1.2) % of revenue associated with products containing substances in this list

Select from:

More than 80%

(9.13.1.3) Please explain

Products contain chemicals listed on the Water Pollution Prevention Act. The Japan regulation does not cover parts produced in non Japan countries.

Row 8

(9.13.1.1) Regulatory classification of hazardous substances

Select from:

- Guidelines for Controlling the Use of Key Chemical Substances in Consumer Products (China Regulation)

(9.13.1.2) % of revenue associated with products containing substances in this list

Select from:

- More than 80%

(9.13.1.3) Please explain

Products contain chemicals listed on the Guidelines for Controlling the Use of Key Chemical Substances in Consumer Products. The China regulation does not cover parts produced in non China countries.

Row 9

(9.13.1.1) Regulatory classification of hazardous substances

Select from:

- Brazilian Regulatory Standards

(9.13.1.2) % of revenue associated with products containing substances in this list

Select from:

- More than 80%

(9.13.1.3) Please explain

Products contain chemicals listed in Brazilian regulatory standards. The Brazilian regulation does not cover parts sold in countries other than Brazil

Row 10

(9.13.1.1) Regulatory classification of hazardous substances

Select from:

- Official Mexican Standards (NOMs) / National Inventory of Chemical Substances

(9.13.1.2) % of revenue associated with products containing substances in this list

Select from:

- More than 80%

(9.13.1.3) Please explain

Products contain chemicals listed on Official Mexican Standards/National Inventory of Chemical Substances. The Mexican regulation does not cover parts sold in countries other than Mexico.

Row 11

(9.13.1.1) Regulatory classification of hazardous substances

Select from:

- List of substances (Canadian Environmental Protection Act)

(9.13.1.2) % of revenue associated with products containing substances in this list

Select from:

- More than 80%

(9.13.1.3) Please explain

Products contain chemicals listed on List of Substances Canada. The Canadian regulation does not cover parts sold in countries other than Canada

Row 12

(9.13.1.1) Regulatory classification of hazardous substances

Select from:

- Other, please specify :US Toxic Substances Control Act, Stockholm POPs, Korea-ELV, EU-ELV, China - GB/T 30512

(9.13.1.2) % of revenue associated with products containing substances in this list

Select from:

More than 80%

(9.13.1.3) Please explain

mProducts contain chemicals listed on US Toxic Substances Control Act, Stockholm POPS, Korea-ELV, EU-ELV, China - GB/T 30512

[Add row]

(9.14) Do you classify any of your current products and/or services as low water impact?

(9.14.1) Products and/or services classified as low water impact

Select from:

No, and we do not plan to address this within the next two years

(9.14.3) Primary reason for not classifying any of your current products and/or services as low water impact

Select from:

Other, please specify :We are working toward our long term goal to reduce the water intensity of our operations by 35% by 2035, compared to a 2010 baseline.

(9.14.4) Please explain

We are working toward our goal to reduce the water intensity of our operations by 35% by 2035, compared to a 2010 baseline. This target builds on the water conservation work we have done in our GM facilities over the past decade. There is a fixed amount of water that our operations need to run, regardless of the number of vehicles we produce so lower production impacts our water intensity measures. Our water conservation work continues to tackle that underlying water usage and drive down total water usage.

[Fixed row]

(9.15) Do you have any water-related targets?

Select from:

Yes

(9.15.1) Indicate whether you have targets relating to water pollution, water withdrawals, WASH, or other water-related categories.

	Target set in this category	Please explain
Water pollution	Select from: <input checked="" type="checkbox"/> Yes	Rich text input [must be under 1000 characters]
Water withdrawals	Select from: <input checked="" type="checkbox"/> Yes	Rich text input [must be under 1000 characters]
Water, Sanitation, and Hygiene (WASH) services	Select from: <input checked="" type="checkbox"/> Yes	Rich text input [must be under 1000 characters]
Other	Select from: <input checked="" type="checkbox"/> No, and we do not plan to within the next two years	GM continues to evaluate existing goals and introducing new goals, possibly relating to reuse/recycling water/wastewater

[Fixed row]

(9.15.2) Provide details of your water-related targets and the progress made.

Row 1

(9.15.2.1) Target reference number

Select from:

Target 1

(9.15.2.2) Target coverage

Select from:

Organization-wide (direct operations only)

(9.15.2.3) Category of target & Quantitative metric

Water withdrawals

Reduction in withdrawals per product

(9.15.2.4) Date target was set

01/01/2021

(9.15.2.5) End date of base year

12/31/2010

(9.15.2.6) Base year figure

5.71

(9.15.2.7) End date of target year

12/31/2025

(9.15.2.8) Target year figure

3.71

(9.15.2.9) Reporting year figure

4.74

(9.15.2.10) Target status in reporting year

Select from:

Underway

(9.15.2.11) % of target achieved relative to base year

48

(9.15.2.12) Global environmental treaties/initiatives/ frameworks aligned with or supported by this target

Select all that apply

Science Based Targets for Nature

Sustainable Development Goal 6

(9.15.2.13) Explain target coverage and identify any exclusions

Global coverage including manufacturing and non-manufacturing buildings. Exclusion that represents less than 1% of total water withdrawal includes small buildings.

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

Evaluation of existing processes to ensure process control parameters are communicated, followed and challenged. Consideration and implementation of innovative technologies from the process operations level to specifically capturing wastewater and reusing it within the system in order to minimize water withdrawal. Since the target is intensity based, which is tied to vehicle production, we continue to design and build vehicles that drive innovation, excitement and customer satisfaction.

(9.15.2.16) Further details of target

With an aggressive 2035 water reduction target, GM plans to achieve the target through Water Treasure Hunts, employee education, conservation, and embracing innovative technologies that can be shared globally, as well as with our supplier base.

[Add row]

C13. Further information & sign off

(13.1) Indicate if any environmental information included in your CDP response (not already reported in 7.9.1/2/3, 8.9.1/2/3/4, and 9.3.2) is verified and/or assured by a third party?

	Other environmental information included in your CDP response is verified and/or assured by a third party
	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

(13.1.1) Which data points within your CDP response are verified and/or assured by a third party, and which standards were used?

Row 1

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

Water

(13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Water security

Water withdrawals– total volumes

Water withdrawals – volumes by source

(13.1.1.3) Verification/assurance standard

General standards

- AA1000AS

(13.1.1.4) Further details of the third-party verification/assurance process

GM contracted with an independent third party to verify 100% of our water withdrawal and waste at our global operations. GM contracted with an independent third party to verify 100% of our water withdrawal reduction year over year at our global operations to confirm continuous improvement. GM contracted with an independent third party to verify 100% of our vehicle production at our global operations to confirm the denominator for Water intensity calculation. Limited level of assurance provided.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

General Motors 2024 ISAE 3000 Waste-Water-Production Statement Limited 03272025 (2).pdf

Row 2

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

- Climate change

(13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Climate change

- Waste data
- Fuel consumption
- Base year emissions
- Electricity/Steam/Heat/Cooling generation
- Electricity/Steam/Heat/Cooling consumption
- Year on year change in absolute emissions (Scope 3)
- Renewable Electricity/Steam/Heat/Cooling consumption
- Year on year change in absolute emissions (Scope 1 and 2)

(13.1.1.3) Verification/assurance standard

Climate change-related standards

ISO 14064-3

(13.1.1.4) Further details of the third-party verification/assurance process

GM contracted with an independent third party to verify 100% of our emissions data annually. Limited level of assurance provided.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

General Motors FY18 CDP Verification Statement Limited 03252024 (2).pdf

[Add row]

(13.3) Provide the following information for the person that has signed off (approved) your CDP response.

(13.3.1) Job title

Chief Sustainability Officer

(13.3.2) Corresponding job category

Select from:

Chief Sustainability Officer (CSO)

[Fixed row]

(13.4) Please indicate your consent for CDP to share contact details with the Pacific Institute to support content for its Water Action Hub website.

Select from:

Yes, CDP may share our Disclosure Submission Lead contact details with the Pacific Institute

