General Motors Company

2024 CDP Corporate Questionnaire 2024

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.
Terms of disclosure for corporate questionnaire 2024 - CDP

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09/27/2024, 04:39 pm

Contents

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 and commercialization 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, 2023, 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

updated 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, which endorses a framework of principles in the areas of human rights, labor, the environment, and anti-corruption. In 2021, GM signed the UN Global Compact - CEO Water Mandate to address key challenges around water security. In addition, GM's commitment supports the Global Compact'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
	12/31/2023	*Select from:* ☑ Yes	*Select from:* ☑ No

[Fixed row]

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

157667000000

(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 statement includes all consolidated entities. GM's emissions reporting boundary, is in reference to the GHG Protocol, and includes facilities under GM operational control, including GM Financial and GM Cruise Holdings LLC. China JVs are included in Scope 3—Investments. This report is limited to GM's automotive operations conducted through certain consolidated subsidiaries. Unless otherwise stated, data related to GM Financial, GM Cruise Holdings LLC 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
☑ India
☑ Japan
☑ Brazil
☑ Ireland
☑ Colombia
☑ Argentina
☑ Australia
☑ Philippines
☑ Canada
☑ France
☑ Israel
☑ Mexico
☑ Ecuador
☑ Switzerland
☑ 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: ☑ Yes, for some facilities	*We are reporting longitude/latitude geolocation data for locations for facilities that have been identified in "water stress" areas.*

[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 3 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

We are in process of mapping our value chain and have engaged with our supply partners to share our requirements, objectives and built GM IT tool called SupplyMap where our suppliers can enter their supply chain information T1-Tn. General Motors supply chain mapping is based on site to site supply chain mapping. We actively map our production parts which are manufactured from a number of different materials including metals, plastics and other materials. We continue to educate our supply base on importance of supply chain mapping. We are also worked with our resiliency supplier council, that includes some of our suppliers, to create a Resiliency Playbook which is accessible via GM's supplier's portal called Supply Power.
[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: ☑ Yes, we have mapped or are currently in the process of mapping plastics in our value chain	*Select all that apply* ☑ 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 includes 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 budgets for resources and funds. For example, this includes capital spending and investments in battery cell manufacturing joint venture Ultium. We plan to leverage Ultium to expand our EV portfolio over a wide variety of segments and price points with multiple launches planned in 2024 and additional EV entries planned for 2025 and beyond.

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 is open-ended and is based on the type of risk or opportunity. For example, our science based 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: ☑ Yes	*Select from:* ☑ 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: ☑ Yes	*Select from:* ☑ Both risks and opportunities	*Select from:* ☑ 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

(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

(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

☑ Employees

☑ Investors

☑ Suppliers

☑ Regulators

☑ Local communities

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

Select from:

☑ No

(2.2.2.16) Further details of process

GM is subject to risk associated with climate change, such as severe weather impacts on operations and infrastructure, increased GHG emission regulations, and changing consumer preferences. Meeting climate change expectations may lead to higher costs, lower product demand, and reduced profits. Climate change regulations could require emission reductions, process changes, or other costly activities. Transitioning to EVs is part of GM's strategy to address these risks, but it also poses risks like reduced demand and profits from ICE vehicles, which fund the growth strategy and EV transition. Our Strategic Risk Management (SRM) function conducts an annual enterprise risk assessment, supplemented with inputs throughout the year. This includes external benchmarking, senior leader input, and workshops like SWOT analysis to identify critical risks and opportunities. ESG-related risks, including climate change, are considered. We evaluate risks and opportunities using both quantitative and qualitative criteria. Qualitative factors, such as strategic significance, reputation impact, onset speed, and probability, are considered to determine the significance of a risk or opportunity. The enterprise risk assessment aims to identify significant risks that could affect our business over a five-year period. Risk owners assess identified risks, considering their probability of occurrence and potential financial, strategic, and reputational impact. We evaluate if our current response aligns with our risk tolerance or if further mitigation is needed. Please note that risks labeled as "substantive" may vary in terms of quantitative and qualitative perspectives. The terms "significant," "substantive," "material," or "materiality" used in this report and our sustainability reporting do not pertain to matters deemed "material" under securities laws or similar requirements. To assess the significance of identified risks, including climate-related risks, the following process is followed: All enterprise risks are evaluated based on their potential impact and probability, and management determines the appropriate response. The CEO, CFO, and General Counsel conduct risk reviews throughout the year. The Risk and Cybersecurity Committee is regularly updated on changes to risk responses as trends evolve. Each member of the Senior Leadership Team (SLT) participates in an annual risk assessment for their business unit, actively managing and reviewing the main risks with their leadership team. The Board has overall responsibility for overseeing risks, including climate change, and does so through its committees. The Chief Sustainability Officer (CSO), supports the SLT and guides sustainability initiatives. The CSO reports to the Executive Vice President of Global Manufacturing and Sustainability, who leads sustainability strategy and efforts across the company. The CSO monitors the execution of sustainability goals, reviews and approves sustainability strategies, and approves sustainability strategies.

Row 6

(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

(2.2.2.4) Coverage

Select from:
☑ Full

(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

(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

☑ Introduction of regulatory standards for previously unregulated contaminants

☑ Other policy, please specify **:Lack of globally accepted and harmonized**

Liability

☑ Non-compliance with regulations

☑ Other liability, please specify **:**Water intensity

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Customers

☑ Employees

☑ Investors

☑ Local communities

(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 2023 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 in Mexico and China. 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 Aqueduct model 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.

Row 7

(2.2.2.1) Environmental issue

Select all that apply

☑ Climate change

☑ Water

☑ Plastics
☑ Biodiversity

(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:

☑ Every two years

(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

Other

☑ External consultants

☑ Materiality assessment

☑ Partner and stakeholder consultation/analysis

(2.2.2.13) Risk types and criteria considered

Acute physical

☑ Drought
☑ Tornado
☑ Wildfires
☑ Heat waves
☑ Heavy precipitation (rain, hail, snow/ice)
☑ Flood (coastal, fluvial, pluvial, ground water)

Chronic physical

☑ Heat stress
☑ Water stress
☑ Groundwater depletion
☑ Increased severity of extreme weather events
☑ Changing temperature (air, freshwater, marine water)
☑ Changing precipitation patterns and types (rain, hail, snow/ice)

Policy

☑ Carbon pricing mechanisms
☑ Changes to national legislation
☑ Regulation of discharge quality/volumes
☑ Poor coordination between regulatory bodies
☑ Lack of globally accepted and harmonized definitions
☑ Changes to international law and bilateral agreements
☑ Lack of mature certification and sustainability standards
☑ Introduction of regulatory standards for previously unregulated contaminants

Market

☑ Availability and/or increased cost of raw materials
☑ Changing customer behavior
☑ Uncertainty in the market signals

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

☑ Transition to lower emissions technology and products

☑ Unsuccessful investment in new technologies

Liability

☑ Non-compliance with regulations

☑ Other liability, please specify :Water intensity

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ NGOs

☑ Customers

☑ Employees

☑ Investors

☑ Suppliers

☑ Regulators

☑ Local communities

☑ Indigenous peoples

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

Select from:

☑ No

(2.2.2.16) Further details of process

GM conducts a comprehensive sustainability materiality assessment to identify and prioritize environmental dependencies, impacts, risks, and opportunities. This assessment involves engaging with internal and external stakeholders to understand their concerns and expectations regarding sustainability. First, GM 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.

[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 2023 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

2024_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:

☑ Other, please specify **:**Net Income

(2.4.3) Change to indicator

Select from:

☑ Absolute decrease

(2.4.5) Absolute increase/ decrease figure

100000000

(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. We outline key climate-related risks with the potential to impact our business over the short, medium and long term. This includes, but is not limited to, external benchmarking and insights, senior leader input through interviews and surveys, and various workshops to understand where our most critical risks and opportunities exist. ESG-related risks, including climate change, are considered as part of our risk assessment process. We evaluate risks and opportunities based on both quantitative and qualitative criteria. We would begin to consider whether something may be substantive from a financial perspective when the potential impact on consolidated net income is greater than 100M. We consider additional factors when making our ultimate assessment of whether a risk or opportunity is substantive that are more qualitative in nature. This qualitative evaluation includes consideration of other relevant facts and circumstances, such as strategic significance, potential impact on reputation, and probability 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:

☑ Other, please specify **:**Net Income

(2.4.3) Change to indicator

Select from:

☑ Absolute increase

(2.4.5) Absolute increase/ decrease figure

100000000

(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. We outline key climate-related opportunities with the potential to impact our business over the short, medium and long term. This includes, but is not limited to, external benchmarking and insights, senior leader input through interviews and surveys, and various workshops to understand where our most critical risks and opportunities exist. ESG-related opportunities are considered as part of our risk assessment process. We evaluate opportunities based on both quantitative and qualitative criteria. We would begin to consider whether something may be substantive from a financial perspective when the potential impact on consolidated net income is greater than 100M. We consider additional factors when making our ultimate assessment of whether an opportunity is substantive that are more qualitative in nature. This qualitative evaluation includes consideration of other relevant facts and circumstances, such as strategic significance, potential impact on reputation, and probability of occurrence, among others.
[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 to 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

☑ Resource recovery

☑ Procedure(s) under development/ R&D

☑ Upgrading of process equipment/methods

☑ Beyond compliance with regulatory requirements

☑ Reduction or phase out of hazardous substances

☑ 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

☑ 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

(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 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
☑ Heavy precipitation (rain, hail, snow/ice)

(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
☑ 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. GM production facilities in the United States could be threatened by flooding and severe storms. For example, GM has production facilities in Michigan and Ohio were impacted by the heavy precipitation in the summer of 2023 that caused flooding and sites that were threatened by Winter Storm Elliot in December 2022. GM also has a key vehicle assembly facility in Arlington, Texas, a state impacted by a severe flooding event in the summer of 2022..

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Decreased revenues due to reduced 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

☑ 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

(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

100000000

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

Select from:

☑ Yes

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

0

(3.1.1.22) Anticipated financial effect figure in the medium-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 exceed 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.

(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

9700000

(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 Ohio and Michigan in July 2023 causing approximately 5.8 million in clean up and repairs. There was approximately 2 million in damages from high winds at a facility in Tennessee. In 2023, GM has also proactively invested approximately 1.9 million in Michigan for infrastructure flood mitigation.

(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 2023 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

(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

50000000

(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)

50000000

(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 50 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

6000000

(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 2023, approximately 3 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 2023, approximately 3 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. An investigation started in 2023 showing strong interest in adding 3rd party, "Grey Water" from outside sources to the plant in order to reduce well water withdrawal.

(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. 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. The Complex produces vehicles and transmissions. The ZLD is being operated 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 significantly affected by governmental regulations on a global basis that can increase costs related to the production of our vehicles and affect our product portfolio, particularly regulations relating to fuel economy standards and GHG emissions. Complying with these regulations is costly, technologically challenging, and may require phasing out internal combustion vehicles in certain jurisdictions. Standards are not harmonized across jurisdictions. We anticipate that the number and extent of these and other regulations, laws and policies, and the related costs and changes to our product portfolio, may increase significantly in the future, primarily motivated by efforts to reduce GHG emissions. Fuel economy and GHG emission regulations could necessitate limiting sales of profitable products, subsidizing less profitable ones, changing manufacturing processes, paying increased penalties, purchasing credits from competitors, or incurring other expenses. These requirements may increase the cost of, and/or diminish demand for, our vehicles. These regulatory requirements, among others, could significantly affect our plans for global product development and, given the uncertainty surrounding enforcement and regulatory definitions and interpretations, may result in substantial costs, including civil or criminal penalties. An evolving and un-harmonized regulatory framework may limit the types of vehicles we sell and where we sell them, impacting our revenues and profitability.

(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

Under the Energy Policy and Conservation Act (EPCA) of 1975, as amended, for the 2024 model year the National Highway Traffic Safety Administration (NHTSA) imposes a civil penalty of 17 per each tenth of a mile per gallon that a manufacturer's CAFE fleet performance falls short of its compliance obligation. This shortfall amount is then multiplied by the number of vehicles in the compliance fleet where the shortfall occurred, reduced by any credits a manufacturer may have. Under the Clean Air Act (CAA), a manufacturer could be subject to civil penalties imposed by the Environmental Protection Agency (EPA) of up to 57,617 per vehicle that cause the manufacturer to exceed the applicable greenhouse standard in a given model year, after adjusting for year-over-year credit accounting. These amounts are subject to annual adjustments for inflation.

(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

12000000000

(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. We are continuing to scale up our EV production footprint. In 2021, we began production at our Factory ZERO Detroit-Hamtramck Assembly Center, which was retooled into a fully dedicated EV facility to produce a variety of vehicles, including the GMC HUMMER EV Pickup and SUV and the Chevrolet Silverado EV. At Ramos Arizpe Assembly, we have started production of the Chevrolet Equinox EV and Chevrolet Blazer EV. In addition to the transformation of five North American assembly plants, we are also investing in component, stamping and propulsion plants to support EV production as we prepare for an all-electric future. Since 2020, we have announced investments of over 12 billion across various sites in North America.

(3.1.1.29) Description of response

In 2021, GM started production at Factory ZERO in Detroit-Hamtramck Assembly Center, a fully dedicated EV facility. It produces various vehicles, including the GMC HUMMER EV Pickup and SUV, Chevrolet Silverado EV, and the upcoming Cadillac ESCALADE IQ. GM will convert Orion Assembly in Orion Township, Michigan, to build electric pickups, with production scheduled to begin in 2026. GM is also investing in our propulsion stamping and components plants to support EV production. GM's CAMI Assembly – Canada's first full-scale EV manufacturing facility – is the global production home of BrightDrop's Zevo 600 and Zevo 400. Additionally, we have announced plans to mass-produce battery cells for these and other future EVs through Ultium Cells Holdings LLC (an equally owned joint venture with LG Energy Solution) in Warren, Ohio; Spring Hill, Tennessee; and Lansing, Michigan. GM is committed to an all-electric future, not just by offering a range of EVs but also by investing in an ecosystem that promotes mass EV adoption. We have integration relationships with 12 EV charging networks, giving GM EV drivers access to hundreds of thousands of chargers throughout the United States and Canada and more in global markets. Together, GM and EVgo surpassed 1,000 fast-charging stalls as part of their longstanding collaboration to expand fast-charging infrastructure. GM and Pilot Travel Centers opened more than 25 locations of their coast-to-coast fast-charging network across 13 U.S. states. Featuring an elevated charging experience, EV travelers have access to the same amenities offered at existing Pilot and Flying J travel center locations. GM announced its plan to integrate the North American Charging Standard (NACS) into its EVs beginning in 2025 with plans to expand access to charging for existing GM EV drivers at more than 15,000 Superchargers throughout North America beginning in 2024.
[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 exceed 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. GM has invested 1.8 million in Michigan for infrastructure flood mitigation.

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)

50000000

(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

Refer to 3.1.1 in relation to drought risk in Mexico to our operations. In 2023, at San Luis Potosi facility, approximately 3 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 2023, approximately 3 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. An investigation started in 2023 showing strong interest in adding 3rd party, "Grey Water" from outside sources to the plant in order to reduce well water withdrawal.
[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 **:**Mexico - 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 plant provides about 5% of our total production at GM that includes many key products. The Ramos 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 **:**Mexico - 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

Silao plant manufactures about 9% of GM total volume, including key products for our company. 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 :Mexico, 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

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

San Luis Potosi, MX produces Crossover vehicles and transmissions and is about 7% of our production. 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	Fines, enforcement orders, and/or other penalties	Comment
	Select from: ☑ Yes	*Select all that apply* ☑ Enforcement orders or other penalties ☑ Fines, but none that are considered as significant	*One (1) fine is associated with violations addressed under an Agreed Order.*

[Fixed row]

(3.3.1) Provide the total number and financial value of all water-related fines.

(3.3.1.1) Total number of fines

1

(3.3.1.2) Total value of fines

35700

(3.3.1.3) % of total facilities/operations associated

1

(3.3.1.4) Number of fines compared to previous reporting year

Select from:

☑ About the same

(3.3.1.5) Comment

One water related fine was incurred in 2023 vs 0 in 2022. Less than 1% of total facilities are associated
[Fixed row]

(3.3.2) Provide details for all significant fines, enforcement orders and/or other penalties for water-related regulatory violations in the reporting year, and your plans for resolving them.

Row 1

(3.3.2.1) Type of penalty

Select from:
☑ Enforcement order

(3.3.2.2) Financial impact

35700

(3.3.2.3) Country/Area & River basin

United States of America
☑ Other, please specify **:**Bedford, IN

(3.3.2.4) Type of incident

Select from:
☑ Effluent limit exceedances

(3.3.2.5) Description of penalty, incident, regulatory violation, significance, and resolution

The violation and resulting fine involves exceeding effluent limitations for Biological Oxygen Demand (BOD), Total Suspended Solids (TSS), Oil and Grease (O&G), ammonia (as nitrogen), Chlorine, and a failed Whole Effluent Toxicity (WET) Test from waste water treatment plant. To address the issue, the facility is currently executing a Compliance Plan under an Agreed Order.
[Add 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

18.7

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

81.3

(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

241278

(3.5.2.6) Allowances purchased

0

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

45688

(3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

199244

(3.5.2.9) Details of ownership

Select from:

☑ Other, please specify :Joint Venture

(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

33.7

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

66.3

(3.5.2.3) Period start date

01/01/2022

(3.5.2.4) Period end date

12/31/2022

(3.5.2.5) Allowances allocated

247245

(3.5.2.6) Allowances purchased

0

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

74733

(3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

147213

(3.5.2.9) Details of ownership

Select from:

☑ Facilities we own and operate

(3.5.2.10) Comment

2023 balance was 87,168 CO2eq tons. (2022 savings 25,299 tons, carry over from 2021: 61,869 tons) GM sold 29,056 CO2eq tons in July 2023 and carried over 58,112 tons to 2024.

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

01/01/2023

(3.5.2.4) Period end date

12/31/2023

(3.5.2.5) Allowances allocated

114445.56

(3.5.2.6) Allowances purchased

0

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

99563

(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. 14,882.56 banked credits in 2023. Ontario developed its own Carbon program, no longer following the Canada federal OBPS. Carbon price is the same.
[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:* ☑ Yes, we have identified opportunities, and some/all are being realized
Water	*Select from:* ☑ 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

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ United States of America

(3.6.1.8) Organization specific description

Shift in consumer preferences toward EVs creating sales and new customer opportunities: We have an opportunity to grow our vehicle and financing revenue by continuing to capitalize on the strength of our established vehicle franchises and customer base, and scaling our EV production through this decade. We also have the potential of growing our revenue through our software-enabled services and subscriptions, including OnStar, our advanced driver-assistance systems (ADAS), including Super Cruise, and future offerings, such as our next-generation ADAS, Super Cruise driver assistance technology and our end-to-end software platform.

(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

☑ Long-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

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. Our end-to-end software platform and the apps it enables will empower customers to update their ownership experiences with desirable features such as services and subscriptions, vehicle performance, and Super Cruise safety and security features, climate and comfort options, personal themes and EV ownership experience elements.

(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

12000000000

(3.6.1.25) Explanation of cost calculation

In support of our ambition to expand our EV manufacturing capacity, we will continue to invest in EVs, EV software and autonomous electric vehicles. Since 2020, we have announced investments of 12 billion across various sites in North America. This includes our previously announced investment of approximately 800 million (1 billion CAD) at the CAMI Assembly plant in Ontario, which has subsequently commenced production of the BrightDrop Zevo 600 and BrightDrop Zevo 400.

(3.6.1.26) Strategy to realize opportunity

Our vision for the future is a world with zero crashes, zero emissions and zero congestion, which guides our growth-focused strategy to invest in EVs and AVs, software-enabled services and subscriptions and new business opportunities, while strengthening our market position in profitable ICE vehicles, such as trucks and sport utility vehicles (SUVs). 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. A key element in our EV strategy is Ultium, our dedicated electric vehicle propulsion architecture. This platform is flexible and will be leveraged 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 plan to leverage the versatility and flexibility of Ultium to expand our EV portfolio over a wide variety of segments and price points.

Water

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp3

(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

☑ Other, please specify **:**Detroit River, Trinity River Basin, Maumee River Basin

(3.6.1.8) Organization specific description

GM is committed to finding ways to not only reduce water used in our operations, but to extend the benefits of more efficient processes to others. For example, GM identified an opportunity to reduce water stress in the City of Detroit at our Factory ZERO location through capturing and reusing storm water. While this system was scheduled to be online in 2023, a parts delay pushed the commission into 2024. GM is looking to replicate this concept at other sites with similar environmental and economic conditions. The Arlington, TX Assembly Complex was the first to trial and implement low flow final rinse nozzles saving approximately 26 gallons of water per unit produced. This nozzle implementation has been rolled out to all our Paint Shops globally with an implementation date in 2024. Our Fort Wayne, IN Assembly Complex installed a concentrate Reverse Osmosis (RO) system which captures RO reject water that would typically go to drain. The captured RO reject water is sent to the concentrate RO system which produces an RO permeate that used for cooling tower makeup and a feed source to the primary RO's. We are gathering additional information on this technology and if applicable, intend to install additional applications in Paint Shops with an estimated water elimination of 44,500 m3 per year, per location.

(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

(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

Positive impact to financials expected due to lower water bill and incentives. Factory ZERO project financials dependent on storm and snow melt volumes as well as quality of that water prior to treatment. Demand of that treated water also plays a role in the determination of the financial aspect. Ultimately, the volumes of water from this unit will reduce potable water consumption at the site.

(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)

1680000

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

1680000

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

8400000

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

8400000

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

16800000

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

16800000

(3.6.1.23) Explanation of financial effect figures

Detroit Factory ZERO cost savings per year in water and sewer cost through the reuse of storm water in direct operations are estimated to save GM 1.68M annually. The annual 1.68 million savings includes items such as storm water fees and direct water and sewerage offsets.The water savings will have a positive impact, however, reducing the water intensity per vehicle produced is more in line with our 2035 publicly stated goals (35% reduction by 2035 based on 2010). Factory ZERO stormwater fee savings (256K) from 75m gal of re-use; direct water and sewerage offsets (903K) (@ 11.11/1000 gal); annual credits expected to be lost without additional investment (620K). Annual operating costs - (100k); Total savings (1.68M). Arlington cost to implement is an estimate, only the purchase of alternate nozzles was required and estimate to be 200 per facility onsite labor to install. Water savings estimated based on 2.42 per m3 of water for Arlington, TX facility and 1.80 per m3 of water for Fort Wayne, IN facility.

(3.6.1.24) Cost to realize opportunity

5500000

(3.6.1.25) Explanation of cost calculation

The storm pond system costs were due to utilizing existing abandoned equipment within the Power House and configuring for storm water treatment and distribution across the Factory Zero site. Some additional equipment and enhancements to existing systems were required in order to transfer the water from the storm ponds to the Power House for treatment. Some specific examples of the expenditure include: installation and commissioning of transfer pumps to allow water to be used within the fire water protection system, installation of a granular activated carbon system to ensure additional filtration prior to water re-use, various mixers as well as a biocide injection system.

(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. Factory ZERO project assists the City of Detroit with Combined Sewer Overflow issues during rain events opportunity to capture and re-use storm water without pulling from the environment. 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. Arlington, TX was our trial facility with successful results, then global implementation occurred in 2024.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp2

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Capital flow and financing

☑ Access to new financing options

(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

(3.6.1.8) Organization specific description

Increased capital availability due to investor interest in sustainability: Growing interest in sustainable financing may give companies with strong sustainability performance an advantage in attracting investment and lowering the cost of capital. 99% of investors use ESG disclosures as part of their investment decision-making, including 74% who use a rigorous and structured approach. Under a low-carbon pathway, the automotive sector could potentially be included in sustainable funds which hold stocks with larger market capitalization and outperform traditional peer funds. GM's top four investors, which own 22.5% of the company's shares collectively, support TCFD and other ESG frameworks and alliances.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Increased access to capital

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

Select all that apply

☑ Medium-term

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

Select from:

☑ Very likely (90–100%)

(3.6.1.12) Magnitude

Select from:

☑ Low

(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

2250000000

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

Select from:

☑ Yes

(3.6.1.23) Explanation of financial effect figures

There are many factors that may affect the scope and size of this opportunity including market size, interest rates, sustainability strategy and performance. GM's financial impact estimate is based on one example: In 2022, we created a Sustainable Finance Framework to further align our financing activities with our sustainability strategy and commitments. Under this Framework, we issued 2.25 billion of investment-grade green bonds. our first capital markets activity that specifically supports our EV strategy. The net proceeds of our inaugural green bond, issued in August 2021, have been allocated exclusively to Clean Transportation, specifically two Eligible Projects in the GM Green – Clean Transportation category: capital expenditures toward Factory ZERO Center in Detroit-Hamtramck, Michigan and Orion Assembly, in Orion Township, Michigan. Both facilities once produced gasoline-powered vehicles and will be dedicated to building EVs. See our 2023 Sustainable Finance Report at investor.gm.com/esg.

(3.6.1.24) Cost to realize opportunity

0

(3.6.1.25) Explanation of cost calculation

There are many factors that may affect the cost to obtain capital. Our response to the cost to realize this opportunity uses one example: the issuance costs of our August 2022 green bonds were approximately 14 million (cost does not include the costs to prepare and publish the Sustainable Finance Report). In 2023, we did not have any new green bonds issued.

(3.6.1.26) Strategy to realize opportunity

GM is focused on advancing an all-electric future that is accessible to all. The incredible momentum we are achieving in our growth strategy is being driven by the rapid scaling of electric vehicles, advancement of autonomous vehicles and our ongoing commitment to sustainability. To accelerate change and help us progress toward our vision of a more sustainable future, we plan to make a number of strategic investments, including anticipated total annual capital spending and investments in battery cell manufacturing joint ventures of approximately 10.5 billion to 11.5 billion in 2024. In support of our ambition to expand our EV manufacturing capacity, we will continue to invest in EVs, EV software and autonomous electric vehicles. Since 2020, we have announced investments of 12 billion across various sites in North America. In 2022, we created a Sustainable Finance Framework to further align our financing activities with our sustainability strategy and commitments and are currently leveraging green bonds as a financial mechanism for increased investment in sustainability initiatives. Proceeds from future issuances under the framework may be used to fund projects supporting clean transportation or socioeconomic advancement and empowerment. As an example, we issued 2.25 billion of investment-grade green bonds pursuant to our Sustainable Finance Framework. The net proceeds of our inaugural Green Bond in August 2022 have been allocated exclusively to Clean Transportation, specifically two Eligible Projects in the GM Green – Clean Transportation category: capital expenditures toward Factory ZERO Center in Detroit-Hamtramck, Michigan and Orion Assembly, in Orion Township, Michigan. Both facilities once produced gasoline-powered vehicles and will be dedicated to building EVs. See our 2023 Sustainable Finance Report at investor.gm.com/esg.
[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:
☑ CAPEX

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

2250000000

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

Select from:

☑ 11-20%

(3.6.2.4) Explanation of financial figures

Calculation based on using for bond proceeds allocated over 2021 to 2023 for EV projects at Factory ZERO and Lake Orion. The amount of potential opportunity was divided by applicable CAPEX over time periods to provide estimate percent of total financial metric aligned with opportunities. GM does not disclose total CAPEX investment in EV.

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)

1680000

(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 2023 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:* ☑ Yes
Water	*Select from:* ☑ Yes
Biodiversity	*Select from:* ☑ 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 Executive Officer (CEO)
☑ 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

☑ Overseeing the setting of corporate targets

☑ Monitoring progress towards corporate targets

☑ Approving and/or overseeing employee incentives

☑ 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

☑ Monitoring compliance with corporate policies and/or commitments

☑ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities

(4.1.2.7) Please explain

The Board oversees sustainability principles throughout the enterprise and has delegated specific oversight responsibilities to each of its committees. In 2021, the committees further incorporated sustainability responsibilities by revising their charters in recognition that sustainability risks impact all aspects of the business. The Governance and Corporate Responsibility Committee reviews and approves, in consultation with the Audit Committee, the Company's annual Sustainability Report. The company's risk governance is facilitated through a top-down and bottom-up communication structure, with our CEO serving as our chief risk officer. Management

of enterprise risks and opportunities, ultimately resides with the CEO, who leads our Senior Leadership Team (SLT). The SLT appoints members to our Risk Advisory Council, an executive-level body with delegates from each business unit, to discuss and monitor the most significant business and emerging risks in a cross-functional setting. They are tasked with championing risk management practices and integrating them into their functional or regional business units. We contemplate climate-related risks in our enterprise risk framework and continuously monitor changes to our overall risk landscape. At the management level, GM's SLT establishes and executes the company's sustainability strategy. The SLT are supported by our Disclosure Committee. The 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, vice president sustainable workplaces and chief sustainability officer (CSO), and assistant corporate secretary and lead counsel–corporate governance, finance and securities. The CSO reports to the executive vice president of global manufacturing and sustainability, the enterprise-wide leader for sustainability initiatives who develops and coordinates sustainability strategy and efforts across the company. The CSO: Monitors the execution of public commitments related to sustainability goals such as carbon neutrality and the Science-Based Targets initiative (SBTi) Reviews and coordinates approval of certain social and environmental sustainability strategies, including human rights and sustainable materials strategies.

Water

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

Select all that apply

☑ Chief Executive Officer (CEO)

☑ 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

☑ Overseeing the setting of corporate targets

☑ Monitoring progress towards corporate targets

☑ Approving and/or overseeing employee incentives

☑ 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

☑ Monitoring compliance with corporate policies and/or commitments

☑ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities

(4.1.2.7) Please explain

The Board oversees sustainability principles throughout the enterprise and has delegated specific oversight responsibilities to each of its committees. In 2021, the committees further incorporated sustainability responsibilities by revising their charters in recognition that sustainability risks impact all aspects of the business. The Governance and Corporate Responsibility Committee reviews and approves, in consultation with the Audit Committee, the Company's annual Sustainability Report. The company's risk governance is facilitated through a top-down and bottom-up communication structure, with our CEO serving as our chief risk officer. Management of enterprise risks and opportunities, ultimately resides with the CEO, who leads our Senior Leadership Team (SLT). The SLT appoints members to our Risk Advisory Council, an executive-level body with delegates from each business unit, to discuss and monitor the most significant business and emerging risks in a cross-functional setting. They are tasked with championing risk management practices and integrating them into their functional or regional business units. We contemplate climate-related risks in our enterprise risk framework and continuously monitor changes to our overall risk landscape. At the management level, GM's SLT establishes and executes the company's sustainability strategy. The SLT are supported by our Disclosure Committee. The 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, vice president sustainable workplaces and chief sustainability officer (CSO), and assistant corporate secretary and lead counsel–corporate governance, finance and securities. The CSO reports to the executive vice president of global manufacturing and sustainability, the enterprise-wide leader for sustainability initiatives who develops and coordinates sustainability strategy and efforts across the company. The CSO: Monitors the execution of public commitments related to sustainability goals such as carbon neutrality and the Science-Based Targets initiative (SBTi) Reviews and coordinates approval of certain social and environmental sustainability strategies, including human rights and sustainable materials strategies.

Biodiversity

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

Select all that apply

☑ Chief Executive Officer (CEO)

☑ 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

☑ Overseeing the setting of corporate targets

☑ Monitoring progress towards corporate targets

☑ Approving and/or overseeing employee incentives

☑ 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

☑ Monitoring compliance with corporate policies and/or commitments

☑ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities

(4.1.2.7) Please explain

The Board oversees sustainability principles throughout the enterprise and has delegated specific oversight responsibilities to each of its committees. In 2021, the committees further incorporated sustainability responsibilities by revising their charters in recognition that sustainability risks impact all aspects of the business. The Governance and Corporate Responsibility Committee reviews and approves, in consultation with the Audit Committee, the Company's annual Sustainability Report. The company's risk governance is facilitated through a top-down and bottom-up communication structure, with our CEO serving as our chief risk officer. Management of enterprise risks and opportunities, ultimately resides with the CEO, who leads our Senior Leadership Team (SLT). The SLT appoints members to our Risk Advisory Council, an executive-level body with delegates from each business unit, to discuss and monitor the most significant business and emerging risks in a cross-functional setting. They are tasked with championing risk management practices and integrating them into their functional or regional business units. We contemplate climate-related risks in our enterprise risk framework and continuously monitor changes to our overall risk landscape. At the management level, GM's SLT establishes and executes the company's sustainability strategy. The SLT are supported by our Disclosure Committee. The 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, vice president sustainable workplaces and chief sustainability officer (CSO), and assistant corporate secretary and lead counsel–corporate governance, finance and securities. The CSO reports to the executive vice president of global manufacturing and sustainability, the enterprise-wide leader for sustainability initiatives who develops and coordinates sustainability strategy and efforts across the company. The CSO: Monitors the execution of public commitments related to sustainability goals such as carbon neutrality and the Science-Based Targets initiative (SBTi) Reviews and coordinates approval of certain social and environmental sustainability strategies, including human rights and sustainable materials strategies.
[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

☑ Consulting regularly with an internal, permanent, subject-expert working group

☑ 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 ESG 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

☑ Consulting regularly with an internal, permanent, subject-expert working group

☑ 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 ESG 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:* ☑ Yes
Water	*Select from:* ☑ Yes
Biodiversity	*Select from:* ☑ 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 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

Policies, commitments, and targets

☑ Measuring progress towards environmental corporate targets

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a business strategy which considers environmental issues

☑ Implementing the business strategy related to environmental issues

☑ Managing major capital and/or operational expenditures relating to environmental issues

Other

☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

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

Select from:

☑ Half-yearly

(4.3.1.6) Please explain

GM's risk governance is facilitated through a top-down and bottom-up communication structure. The Senior Leadership Team (SLT) appoints members to the Risk Advisory Council, an executive-level body with representatives from each business unit. They discuss and monitor significant business and emerging risks in a cross-functional setting. The council champions risk management practices and integrates them into their respective units. Climate-related risks are considered in GM's enterprise risk framework, and the overall risk landscape is continuously monitored. The CSO oversees the integration of analysis for GM's critical climate-related risks and opportunities. They collaborate with cross-functional leaders to monitor changes in the climate risk landscape. The CSO works with the SRM Team to establish key risk indicators (KRIs). Senior Leadership Team (SLT) members and the Risk and Cybersecurity Committee (RCC) of the Board of Directors thoroughly review enterprise-level risks. Risks are assessed based on impact and probability, and management determines the appropriate response. Our CEO, CFO and General Counsel hold risk reviews of a subset of these risks throughout the year. Our Risk and Cybersecurity Committee is regularly updated on changes to management's risk responses as any of our enterprise risk trends increase throughout the year. Each SLT member is involved in an annual risk assessment of their business unit to determine their main risks. These are actively managed and regularly reviewed with the business unit's leadership team. The Board has overall responsibility for overseeing the risks facing the company, including climate change. The Board implements its risk oversight function both as a whole and through its Board Committees. Each of these committees oversees management practices for categories of risks relevant to its functions.

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

Policies, commitments, and targets

☑ Measuring progress towards environmental corporate targets

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a business strategy which considers environmental issues

☑ Implementing the business strategy related to environmental issues

☑ Managing major capital and/or operational expenditures relating to environmental issues

Other

☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

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

Select from:

☑ Half-yearly

(4.3.1.6) Please explain

GM's risk governance is facilitated through a top-down and bottom-up communication structure. The Senior Leadership Team (SLT) appoints members to the Risk Advisory Council, an executive-level body with representatives from each business unit. They discuss and monitor significant business and emerging risks in a cross-functional setting. The council champions risk management practices and integrates them into their respective units. Climate-related risks are considered in GM's enterprise risk framework, and the overall risk landscape is continuously monitored. The CSO oversees the integration of analysis for GM's critical climate-related risks and opportunities. They collaborate with cross-functional leaders to monitor changes in the climate risk landscape. The CSO works with the SRM Team to establish key risk indicators (KRIs). Senior Leadership Team (SLT) members and the Risk and Cybersecurity Committee (RCC) of the Board of Directors thoroughly review enterprise-level risks. Risks are assessed based on impact and probability, and management determines the appropriate response. Our CEO, CFO and General Counsel hold risk reviews of a subset of these risks throughout the year. Our Risk and Cybersecurity Committee is regularly updated on changes to management's risk responses as any of our enterprise risk trends increase throughout the year. Each SLT member is involved in an annual risk assessment of their business unit to determine their main risks. These are actively managed and regularly reviewed with the business unit's leadership team. The Board has overall responsibility for overseeing the risks facing the company, including climate change. The Board implements its risk oversight function both as a whole and through its Board Committees. Each of these committees oversees management practices for categories of risks relevant to its functions.

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

Policies, commitments, and targets

☑ Measuring progress towards environmental corporate targets

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a business strategy which considers environmental issues

☑ Implementing the business strategy related to environmental issues

☑ Managing major capital and/or operational expenditures relating to environmental issues

Other

☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

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

Select from:

☑ Half-yearly

(4.3.1.6) Please explain

GM's risk governance is facilitated through a top-down and bottom-up communication structure. The Senior Leadership Team (SLT) appoints members to the Risk Advisory Council, an executive-level body with representatives from each business unit. They discuss and monitor significant business and emerging risks in a cross-functional setting. The council champions risk management practices and integrates them into their respective units. Climate-related risks are considered in GM's enterprise risk framework, and the overall risk landscape is continuously monitored. The CSO oversees the integration of analysis for GM's critical climate-related

risks and opportunities. They collaborate with cross-functional leaders to monitor changes in the climate risk landscape. The CSO works with the SRM Team to establish key risk indicators (KRIs). Senior Leadership Team (SLT) members and the Risk and Cybersecurity Committee (RCC) of the Board of Directors thoroughly review enterprise-level risks. Risks are assessed based on impact and probability, and management determines the appropriate response. Our CEO, CFO and General Counsel hold risk reviews of a subset of these risks throughout the year. Our Risk and Cybersecurity Committee is regularly updated on changes to management's risk responses as any of our enterprise risk trends increase throughout the year. Each SLT member is involved in an annual risk assessment of their business unit to determine their main risks. These are actively managed and regularly reviewed with the business unit's leadership team. The Board has overall responsibility for overseeing the risks facing the company, including climate change. The Board implements its risk oversight function both as a whole and through its Board Committees. Each of these committees oversees management practices for categories of risks relevant to its functions.
[Add row]

(4.5) Do you provide monetary incentives for the management of environmental issues, including the attainment of targets?

Climate change

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:
☑ Yes

(4.5.2) % of total C-suite and board-level monetary incentives linked to the management of this environmental issue

15

(4.5.3) Please explain

LTIP (15% PSUs – EV Measures) and STIP (25% for Strategic Goals): The Executive Compensation Committee ensures alignment and integration of the Company's sustainability goals and milestones into the executive compensation program. The PSU performance measures align our executive compensation program with our all-electric future and direct additional focus on Company growth and sustainability performance, while aligning STIP performance to strategic goals using a rigorous assessment process that evaluates final results against pre-established operational goals, safety results, and other measures, including sustainability outcomes. In coordination with the Governance and Corporate Responsibility Committee, the ECC also responds to shareholder feedback relative to the alignment of executive compensation with strong performance, including with respect to sustainability goals.

Water

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:

☑ Yes

(4.5.2) % of total C-suite and board-level monetary incentives linked to the management of this environmental issue

15

(4.5.3) Please explain

LTIP (15% PSUs – EV Measures) and STIP (25% for Strategic Goals): The Executive Compensation Committee ensures alignment and integration of the Company's sustainability goals and milestones into the executive compensation program. The PSU performance measures align our executive compensation program with our all-electric future and direct additional focus on Company growth and sustainability performance, while aligning STIP performance to strategic goals using a rigorous assessment process that evaluates final results against pre-established operational goals, safety results, and other measures, including sustainability outcomes. In coordination with the Governance and Corporate Responsibility Committee, the ECC also responds to shareholder feedback relative to the alignment of executive compensation with strong performance, including with respect to sustainability goals.
[Fixed row]

(4.5.1) Provide further details on the monetary incentives provided for the management of environmental issues (do not include the names of individuals).

Climate change

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Corporate executive team

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

☑ Shares

☑ Profit share

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

☑ Achievement of environmental targets

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Both Short-Term and Long-Term Incentive Plan, or equivalent

(4.5.1.5) Further details of incentives

The 2023 STIP was designed to focus our leaders on key financial measures (75% of STIP) and strategic goals (25% of STIP). The ECC determines performance to strategic goals using a rigorous assessment process that evaluates final results against pre-established operational goals, safety results, and other measures, including sustainability outcomes. The 2023 LTIP design features stock options (25% of LTIP) to align our senior leaders with shareholders' interest in stock price appreciation and PSUs (75% of LTIP) with performance measures that drive long-term results. PSU performance measures include EBIT-adjusted Margin (30% of LTIP), Relative TSR (30% of LTIP), and GMNA EV Measures (15% of LTIP).

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

GM views shareholder engagement as a continuous process and annually seeks feedback directly from our shareholders. We identify ESG results with a green leaf in the "Our Company Performance" section beginning on page 42 of our 2024 Proxy Statement and the "Performance Results and Compensation Decisions" section for our NEOs beginning on page 63 of our 2024 Proxy Statement. Green leaf action examples on Executing our vison are: - Positioned GM to deliver the policy goals of the clean energy tax credits, introducing millions of customers to EVs and creating clean energy jobs in the U.S. - Continued execution of the Company's Sustainable Finance Framework through the allocation of proceeds from GM's inaugural green bond issuance in 2022, detailed in GM's 2023 Sustainable Finance Report - Led investments to make the supply chain more sustainable and resilient with increasing focus on North American and free trade partners, including an agreement with Lithium Americas to develop lithium mining in the U.S - Made significant progress in the Company's commitment to an all-electric future through new EV launches and reveals, expanded charging capabilities and affordable battery development - Fostered strong state-level partnerships, association memberships, and coalition relationships to amplify advocacy on public policy matters of critical importance to GM, including through the support of the Business Roundtable

Water

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Corporate executive team

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

☑ Shares

☑ Profit share

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

☑ Achievement of environmental targets

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Both Short-Term and Long-Term Incentive Plan, or equivalent

(4.5.1.5) Further details of incentives

The 2023 STIP was designed to focus our leaders on key financial measures (75% of STIP) and strategic goals (25% of STIP). The ECC determines performance to strategic goals using a rigorous assessment process that evaluates final results against pre-established operational goals, safety results, and other measures, including sustainability outcomes. The 2023 LTIP design features stock options (25% of LTIP) to align our senior leaders with shareholders' interest in stock price appreciation and PSUs (75% of LTIP) with performance measures that drive long-term results. PSU performance measures include EBIT-adjusted Margin (30% of LTIP), Relative TSR (30% of LTIP), and GMNA EV Measures (15% of LTIP). Sustainability Outcomes, including water reduction targets, is a potential metric that could be used by the Board's Compensation Committee when determining the individual components of 2023 the short-term incentives for named executive officers

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

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. Global water intensity consists of two parts: base water used in our buildings, and variable water, which is directly tied to production. Lower vehicle volumes translate to higher water intensity. We continue to implement water projects focused on both base and variable water consumption, to achieve lower intensity as vehicle volumes stabilize. In 2023, our water intensity decreased to 5.02 m3 per vehicle.
[Add row]

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

	Does your organization have any environmental policies?
	Select from: ☑ 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 climate action, the public disclosure of greenhouse gas emissions, and achieving Science Based Targets for emissions reductions aligned with the most ambitious targets of the Paris Agreement.

(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

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ Yes, in line with the Paris Agreement

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

Global Environmental Policy.pdf

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

(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

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

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ Yes, in line with Sustainable Development Goal 6 on Clean Water and Sanitation

☑ Yes, in line with another global environmental treaty or policy goal, please specify :CEO water mandate UNGC signatory

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

Global Environmental Policy.pdf

Row 6

(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

(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

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ Yes, in line with another global environmental treaty or policy goal, please specify :SDG Goal 14 & 15

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

Global Environmental Policy.pdf
[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

☑ UN Global Compact

☑ Climate Action 100+

☑ Science-Based Targets for Nature (SBTN)

☑ Science-Based Targets Initiative (SBTi)

☑ Task Force on Climate-related Financial Disclosures (TCFD)

☑ Other, please specify **:Global Platform on Sustainable Natural Rubber (GPSNR), Emission First Partnership**

(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 one of the 170 companies who have a major role to play in the transition to a net-zero emissions economy. - Global Reporting Initiative (GRI): We disclose a GRI index annually that is in reference to the GRI standards. -Task Force on Climate-related Financial Disclosures (TCFD): We respond to the TCFD framework. -U.N. Global Compact: We participate in the Communication on Progress annually. -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 sourcing 100% renewable electricity for our facilities in the US by 2025 & globally by 2035. - SBTN: We are actively contributing as a Corporate Engagement Program member of Science Based Targets for Nature - SBTi: To help us achieve carbon neutrality in global products and operations by 2040, we are committed to achieving emissions reduction targets aligned with the Science Based Targets initiative. - Emissions First Partnership: We are actively contributing to discussions on enhancing the Scope 2 greenhouse gas accounting framework. - Please reference GRI 2-28 for a list of other membership associations.
[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:

☑ Yes, we have a public commitment or position statement in line with global environmental treaties or policy goals

(4.11.3) Global environmental treaties or policy goals in line with public commitment or position statement

Select all that apply

☑ Paris Agreement

☑ Sustainable Development Goal 6 on Clean Water and Sanitation

(4.11.4) Attach commitment or position statement

GM 2023 Sustainability Advocacy Report.pdf

(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

(4.11.8) Describe the process your organization has in place to ensure that your external engagement activities are consistent with your environmental commitments and/or transition plan

- Reference, 2023 Sustainability Advocacy Report: https://investor.gm.com/static-files/210fa676-989e-4703-a4a5-8ff5bc5599a3 - As part of our responsible participation in these memberships, GM regularly assesses the alignment of their positions and advocacy strategy with our company's priorities and values. We also reference the work of independent third-party organizations that assess corporate engagement and lobbying activity. GM also engages directly with the organizations to collaborate on the development of policy positions and recommendations that support the goals of the Paris Agreement... GM has a commitment to engage with or withdraw from a trade association found to be misaligned. (page 25) - GM's Environmental Performance Criteria contains 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. We are committed to identifying and implementing ways to reduce our operational water use. We do this by prioritizing high-consumption areas, such as paint shops and cooling towers, adhering to targets and quality control plans in our decision making process, integrating water-saving measures into new processes and retrofitting technology during facility upgrades. Additionally, the World Wildlife Fund (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. Furthermore, we explore opportunities to reduce water use at our manufacturing facilities by engaging employees through water treasure hunts.
[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

- Reference, 2023 Sustainability Advocacy Report, https://investor.gm.com/static-files/210fa676-989e-4703-a4a5-8ff5bc5599a3 - While we are prepared for any policy environment, we strongly support provisions that will accelerate the transition so we can go bigger, move faster, and be globally competitive. GM welcomes the new clean energy tax credits—in particular, the consumer EV purchase incentives for new, used, and commercial EVs. GM also welcomes the production tax credits to support domestic critical mineral processing and EV battery production, as well as grants to support the transition of auto manufacturing facilities to EV production. (page 19) - The new clean energy tax credits will support continued investments associated with our EV transformation. In addition, the credits will enable us to strategically increase our footprint domestically and with allies. (page 19) - GM is well-positioned to help maximize the benefits of the clean vehicle purchase incentive for our customers, made possible by GM's historic investments in the U.S. to transform our portfolio, strengthen American manufacturing and jobs, and localize and build more secure and resilient supply chains. (page 19) - Over the next ten years, GM will offer a broad selection of qualifying vehicles across numerous segments and price points, which will bolster our EV transformation as well as the U.S. production and adoption that these incentives were designed to support. (page 19) - GM was the first OEM to publicly support the IRA. On August 1, 2022, GM published a statement in support of the climate provisions in the IRA: "We are encouraged by the framework set forth in the legislative text. While some of the provisions are challenging and cannot be achieved overnight, we are confident that the significant investments we are making in manufacturing, infrastructure, and supply chain along with the timely deployment of complementary policies can establish the U.S. as a global leader in electrification today, and into the future. We will continue to review the details and we look forward to engaging all stakeholders and working collaboratively on these important issues." (page 19)

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Select all that apply

☑ Paris Agreement

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 creates the most consequential carbon-reducing policy for motor vehicles since EPA began regulating automotive GHG emissions more than a decade ago. - The Alliance for Automotive Innovation, with GM support, moved to intervene in litigation to defend the Final Rule. - GM's public statement in March 2024 regarding the Final Rule: "GM supports the goals of the EPA's final rule and its intention to significantly reduce emissions. Although challenging, we believe our commitments and investments in an all-electric future place GM in an excellent position to contribute to the goals. While we review the details, we encourage continued coordination across the U.S. federal government and with the California Air Resources Board to ensure the auto industry can successfully transition to electrification."

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Select all that apply

☑ Paris Agreement

[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 other intermediary organization or individual

(4.11.2.2) Type of organization or individual

Select from:

☑ Other, please specify **:**Other

(4.11.2.3) State the organization or position of individual

Federal Water Quality Coalition

(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

☑ Water

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

Select from:

☑ Unknown

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

Select from:

☑ No, we did not attempt to influence their position

(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

☑ 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

Reference: 2023 Sustainability Advocacy Report - https://investor.gm.com/static-files/210fa676-989e-4703-a4a5-8ff5bc5599a3 Consistent positioning: - Auto Innovators continues to work with stakeholders and NGOs with a focus on lowering the carbon intensity of the transportation sector. - The Alliance for Automotive Innovation, with GM support, moved to intervene in litigation to defend the "Final Rule" (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")). Differing positioning: - Auto Innovators encompasses a diverse member base, and GM is ahead of some member companies in transitioning to all-electric vehicles. - While GM's focus is on a portfolio of pure battery electric vehicles and the charging networks to support them, some members of Auto Innovators are transitioning via numerous intermediate technologies such as hybrids and plug-in hybrids, which rely on internal combustion engines. Actions taken: - GM's leadership within Auto Innovators includes work to amplify our plan to eliminate tailpipe emissions from new light-duty vehicles in the U.S. by 2035 and to bring more of the industry into that vision. - GM is focused on offering zero-emissions vehicles across a range of price points, working with all stakeholders to build out the necessary charging infrastructure, and promoting consumer acceptance while

maintaining high-quality jobs, which will be needed to meet these ambitious goals. - GM provides expertise necessary to inform circular EV economy policies, including the expertise to develop the vehicle and battery recycling industry. GM is advancing policy recommendations through our participation in the Auto Innovators workstreams.

(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:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

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

☑ 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 attempted to influence them but they did not change their 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

Reference: 2023 Sustainability Advocacy Report - https://investor.gm.com/static-files/210fa676-989e-4703-a4a5-8ff5bc5599a3 Consistent Positioning: 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. GM had not taken actions to influence their position in 2023 Differing Positioning: BRT encompasses a diverse member base and GM is ahead of some member companies as it relates to lowering our carbon intensity. Actions Taken: GM has determined it can best influence BRT by continuing to participate as an active member of BRT and a leader in the transition to zero 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:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization’s engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

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

☑ 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 attempted to influence them but they did not change their 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

Reference: 2023 Sustainability Advocacy Report https://investor.gm.com/static-files/210fa676-989e-4703-a4a5-8ff5bc5599a3 Consistent positioning: The Chamber has progressed in its climate change position. This includes putting forth a comprehensive position that supports U.S. participation in the Paris Agreement and calls on policymakers to act on climate. GM and other members worked with The Chamber to align on climate change priorities. Differing Positioning: The Chamber

encompasses a diverse member base and GM is ahead of some member companies as it relates to lowering our carbon intensity. Actions Taken: GM has determined it can best influence The Chamber by continuing to participate as an active member of The Chamber and a leader in the transition to zero emissions. 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. While acknowledging The Chamber's evolving position on climate and sustainability, GM also invited The Chamber to work with its members to enable the necessary policies that support GM's move to an all-electric future—such as charging infrastructure, supply chain development, and consumer education.

(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:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

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 **:**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, and they have changed their 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

Reference: 2023 Sustainability Advocacy Report https://investor.gm.com/static-files/210fa676-989e-4703-a4a5-8ff5bc5599a3 Action taken: - GM, working alongside other members, urged EMA leadership to deepen the technical engagement with CARB that was necessary to bring about the Clean Truck Partnership. - Reference: https://ww2.arb.ca.gov/clean-truck-partnership-home Consistent positioning: - GM signed on to the California Air Resource Board (CARB) & Truck and Engine Manufacturers Association's (EMA) Clean Truck Partnership and reaffirmed our commitment to meet CARB's zero-emission and criteria pollutant regulations in the state regardless of any attempts by other entities to challenge California's authority. - GM supports emission standards and complementary policies that will help accelerate the transition to zero-emissions vehicles and reduce air pollution.

(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:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 6

(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

Reference: 2023 Sustainability Advocacy Report https://investor.gm.com/static-files/210fa676-989e-4703-a4a5-8ff5bc5599a3 Consistent positioning: 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. Action taken: GM has actively supported AAPC's efforts to understand how trade policies could be used to enable more EV exports from the United States. GM also encouraged AAPC to provide industry-representative comments on the U.S. government's development of a Clean Technologies Export Competitiveness Strategy.

(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:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 7

(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 **:**Electric Drive Transportation 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

Reference: 2023 Sustainability Advocacy Report https://investor.gm.com/static-files/210fa676-989e-4703-a4a5-8ff5bc5599a3 Consistent positioning: To support the goal of achieving sales of 50% of annual U.S. volumes of EVs by 2030, EDTA and GM are aligned on working with stakeholders to enable sufficient EV charging infrastructure and promoting consumer acceptance while maintaining high-quality jobs. EDTA has been a consistent advocate for necessary complementary EV policies such as consumer incentives, infrastructure incentives, and consumer education. Differing positioning: GM diverges from EDTA members in that GM is transitioning to full-function battery electric vehicles, and thus, GM supports policies primarily focused on pure battery electric vehicles rather than exclusively emphasize technologies such as hybrids or plug-in hybrids that some EDTA members support.

(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:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

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

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

Reference: 2023 Sustainability Advocacy Report https://investor.gm.com/static-files/210fa676-989e-4703-a4a5-8ff5bc5599a3 Consistent positioning: - GM and the CEBA are aligned on working towards a carbon-free U.S. electricity system in this decade. GM is a founding member of the organization and serves as a member of the executive board.

(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:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

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

American Clean Power Association (ACP)

(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:

☑ No, we did not attempt to influence their 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

Consistent positioning: - GM and the ACP are aligned on advancing carbon-free energy generation in the U.S.

(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:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 10

(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:

☑ No, we did not attempt to influence their 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

Consistent positioning: - GM and RE100 / the Climate Group are aligned on advancing renewable energy 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:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 11

(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:

☑ No, we did not attempt to influence their 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

Consistent positioning: GM and the RTC are aligned on advancing renewable heating and cooling solutions

(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:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 12

(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:

☑ No, we did not attempt to influence their 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

Consistent positioning: GM and the ECA are aligned on protecting reliable, affordable electricity

(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:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 14

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

North America

☑ National Association of Manufacturers

(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 attempted to influence them but they did not change their 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

Reference: 2023 Sustainability Advocacy Report https://investor.gm.com/static-files/210fa676-989e-4703-a4a5-8ff5bc5599a3 Differing positioning: - NAM encompasses a diverse member base and GM is ahead of some member companies as it relates to lowering our carbon intensity. Action taken: - GM has determined it can best influence NAM by continuing to participate as an active member of NAM and a leader in the transition to zero emissions. - A GM Senior Leader now serves on the board of NAM.

(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:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

[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
☑ GRI
☑ TCFD

(4.12.1.3) Environmental issues covered in publication

Select all that apply
☑ Climate change
☑ Water
☑ Biodiversity

(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
☑ Public policy engagement
☑ Content of environmental policies

(4.12.1.6) Page/section reference

GM's 2023 Sustainability Report includes: 10 references to Climate Change, here are some: Page 10, 18, 30, 74; 75 references to Water, here are some: Page 7, 21, Water section page 28; 11 references to Biodiversity, here are some: Nature section Page 30/31.

(4.12.1.7) Attach the relevant publication

GM_2023_SR (1).pdf

(4.12.1.8) Comment

Our 2023 Sustainability Report was kicked off with a statement from our CSO: At GM, we are taking important steps toward supporting the transition to a more sustainable, zero emissions future for everyone. We continue to make progress on our plan to become carbon neutral in our global products and operations by 2040, but we know we can't do it alone. With innovation and technology at the heart of our strategy, we've been able to successfully secure 100% of the renewable electricity needed to power our sites and facilities in the United States by 2025, and we continue to work toward our plan to secure enough renewable electricity to do so globally by 2035. Additionally, we have surpassed our waste diversion target for the second year in a row. These successes are a testament to the work we've done to prioritize sustainability and efficiency in our operations. Our focus is on getting to a zero emissions future together, with our customers and suppliers—that's why our sustainability strategy prioritizes working with a strong and resilient supply chain to share lessons learned and collaborating on decarbonization solutions. We continue to make progress integrating sustainability into our business from the initial design and selection of materials, through product development and manufacturing, to innovative solutions for end of life.
[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:
☑ Every three years or less frequently

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

Physical climate scenarios

☑ Customized publicly available climate physical scenario, please specify

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Market

☑ Technology

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 1.6°C - 1.9°C

(5.1.1.7) Reference year

2020

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2040

(5.1.1.9) Driving forces in scenario

Stakeholder and customer demands

☑ Other stakeholder and customer demands driving forces, please specify :Customer EV adoption

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 low-carbon and high-carbon scenarios. Key sources of input for the assessment were the IEA report on "Role of Critical Minerals in Clean Energy Transitions"; IEA report on Global EV Outlook 2022; IEA report on Global EV sales by scenario, 2020-2030; IEA report on Latin America's opportunity in critical minerals for the clean energy transition; IEA report on Trends in charging infrastructure; IRMA's Standard for Responsible Mining; and the U.S. Inflation Reduction Act. We looked at short-term (zero to three years), medium-term (three to five years) and long-term (over five years) outlooks.

(5.1.1.11) Rationale for choice of scenario

Low Carbon and High Carbon Pathways were chosen to give a good qualitative view of different outcomes. Business as usual (high) was set as a baseline to understand if nothing changed. Aggressive mitigation (low) was chosen to understand what a best case outcome could be, but also the business challenges associated with that.

Water

(5.1.1.1) Scenario used

Physical climate scenarios

☑ RCP 8.5

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

☑ No SSP used

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative

(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

2020

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2040

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Speed of change (to state of nature and/or ecosystem services)

Stakeholder and customer demands

☑ Impact of nature footprint on reputation

☑ Impact of nature service delivery on consumer

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

GM's qualitative climate risk assessment considered two potential climate pathways and builds on previous work to identify, prioritize and mitigate climate risks. 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 4ºC. Under such a scenario, businesses may experience climate change impacts including: • More intense storms and monsoons, heatwaves and droughts • Widespread supply chain disruption due to severe weather events • Crop failures and biodiversity loss • Loss of land due to sea level rises of up to one meter • More acidic oceans • Atmospheric CO2 concentrations three to four times higher than pre-industrial levels • Demographic shifts as people move to more habitable areas *Source: https://www.fsb.org/wp-content/uploads/Technical-Supplement-1.pdf*

(5.1.1.11) Rationale for choice of scenario

Business as usual (high) was set as a baseline to understand if nothing changed.

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☑ RCP 8.5

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

☑ No SSP used

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative

(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

2020

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2040

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Speed of change (to state of nature and/or ecosystem services)

Stakeholder and customer demands

☑ Impact of nature footprint on reputation

☑ Impact of nature service delivery on consumer

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

GM's qualitative climate risk assessment considered two potential climate pathways and builds on previous work to identify, prioritize and mitigate climate risks. 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 4ºC. Under such a scenario, businesses may experience climate change impacts including: • More intense storms and monsoons, heatwaves and droughts • Widespread supply chain disruption due to severe weather events • Crop failures and biodiversity loss • Loss of land due to sea level rises of up to one meter • More acidic oceans • Atmospheric CO2 concentrations three to four times higher than pre-industrial levels • Demographic shifts as people move to more habitable areas *Source: https://www.fsb.org/wp-content/uploads/Technical-Supplement-1.pdf*

(5.1.1.11) Rationale for choice of scenario

Business as usual (high) was set as a baseline to understand if nothing changed.

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☑ RCP 2.6

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

☑ No SSP used

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative

(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:

☑ 1.6°C - 1.9°C

(5.1.1.7) Reference year

2020

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2040

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Speed of change (to state of nature and/or ecosystem services)

Stakeholder and customer demands

☑ Impact of nature footprint on reputation

☑ Impact of nature service delivery on consumer

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

GM's qualitative climate risk assessment considers two potential climate pathways and builds on previous work to identify, prioritize and mitigate climate risks. 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. Alternatively, under a lower-carbon pathway (RCP 2.6, 2ºC or lower), aggressive mitigation efforts will halve emissions by 2050. The assumption is that we may expect: • Major shifts in policy and regulations, such as the introduction of carbon pricing mechanisms • Significant shifts away from fossil fuels • Cheaper, cleaner forms of energy • Atmospheric CO2 concentrations falling by the end of the century • Widespread adoption of electric vehicles • Climate impacts will be largely constrained but not avoided, and the risk of "tipping points" and irreversible change will be reduced. This approach may require "negative emissions" (removing CO2 from the air) before 2100. *Source: https://www.fsb.org/wp-content/uploads/Technical-Supplement-1.pdf*

(5.1.1.11) Rationale for choice of scenario

Aggressive mitigation (low) was chosen to understand what a best case outcome could be, but also the business challenges associated with that.

Water

(5.1.1.1) Scenario used

Physical climate scenarios

☑ RCP 2.6

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

☑ No SSP used

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative

(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:

☑ 1.6ºC - 1.9ºC

(5.1.1.7) Reference year

2020

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2040

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Speed of change (to state of nature and/or ecosystem services)

Stakeholder and customer demands

☑ Impact of nature footprint on reputation

☑ Impact of nature service delivery on consumer

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

GM's qualitative climate risk assessment considers two potential climate pathways and builds on previous work to identify, prioritize and mitigate climate risks. 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. Alternatively, under a lower-carbon pathway (RCP 2.6, 2ºC or lower), aggressive mitigation efforts will*

*halve emissions by 2050. The assumption is that we may expect: • Major shifts in policy and regulations, such as the introduction of carbon pricing mechanisms • Significant shifts away from fossil fuels • Cheaper, cleaner forms of energy • Atmospheric CO2 concentrations falling by the end of the century • Widespread adoption of electric vehicles • Climate impacts will be largely constrained but not avoided, and the risk of "tipping points" and irreversible change will be reduced. This approach may require "negative emissions" (removing CO2 from the air) before 2100. *Source: https://www.fsb.org/wp-content/uploads/Technical-Supplement-1.pdf*

(5.1.1.11) Rationale for choice of scenario

Aggressive mitigation (low) was chosen to understand what a best case outcome could be, but also the business challenges associated with that.
[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

High carbon pathway (HCP): A slower transition to EVs could keep raw material costs generally lower, but more physical climate impacts may cause more frequent supply disruptions and price spikes. By 2040, demand for lithium and cobalt could be notably higher than in 2020, while copper and nickel demand may see modest growth. Low-carbon pathway (LCP): Faster adoption of EVs and clean energy could drive demand for key minerals, increasing costs and difficulties in procuring raw materials. In the next few decades, the demand for lithium and cobalt, copper and nickel would be likely to increase significantly compared to 2020. We are prioritizing

the development of a resilient and sustainable supply chain of raw materials to manufacture our battery chemistry. We have made critical investments to contractually secure all battery raw materials to support our transition goals HCP: Slow EV growth and current charging infrastructure commitments may meet near-term demand, with ICE vehicles representing 80% of 2030 sales. In both the US and China, existing commitments are expected to be sufficient to meet near-term demand. LCP: Strong EV growth will demand heavy investment, or customer demand may be negatively impacted. Public and private investors will be needed, and deployment of charging infrastructure may cause material prices to increase. In the US, existing commitments are sufficient to meet around 60% of this demand, while in China, sufficient commitments have already been made. Ultium Charge 360 is our holistic approach to charging in the US and Canada that provides broad charging access and simplifies the charging experience for EV drivers at home, in the community or on the highway. Through Ultium Charge 360 we have integrations with 12 charging networks, products and services to help bring a unified charging experience to customers HCP: Severe weather events may occur with increasing frequency and intensity in previously unaffected locations while impacts at high-risk locations could become unmanageable. Critical infrastructure could be regularly disrupted, leading to production stoppages, increased downtime, and loss of assets or inventory, while increasing utility and maintenance costs could affect profitability. LCP: Climate change could continue to disrupt livelihoods across the world, but economies are expected to recover as the worst physical impacts of climate change may have been avoided. Most health and safety impacts would remain at manageable levels while critical transportation, electric and telecommunications and production facilities are expected to be disrupted occasionally by extreme weather events. Our Global Energy Strategy Team works on 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, leveraging GM's relationships with utilities companies

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]

(5.2) Does your organization's strategy include a climate transition plan?

(5.2.1) Transition plan

Select from:

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

(5.2.3) Publicly available climate transition plan

Select from:

☑ Yes

(5.2.4) Plan explicitly commits to cease all spending on, and revenue generation from, activities that contribute to fossil fuel expansion

Select from:

☑ No, and we do not plan to add an explicit commitment within the next two years

(5.2.6) Explain why your organization does not explicitly commit to cease all spending on and revenue generation from activities that contribute to fossil fuel expansion

Our primary approach to reducing our reported global emissions footprint is through the gradual replacement of traditional ICE vehicles with EVs. The advantage of EVs lies in their significantly lower emissions intensity compared to equivalent ICE models. Slower reduction in ICE volumes, based on customer demand, impacts emissions intensity progress. In the interim, as we work to transition to EVs, deploying plug-in hybrid technology in strategic segments will deliver some of the emissions reduction benefits of EVs as the communities where we sell our vehicles continue to build out charging infrastructure.

(5.2.7) Mechanism by which feedback is collected from shareholders on your climate transition plan

Select from:

☑ We have a different feedback mechanism in place

(5.2.8) Description of feedback mechanism

The company has an extensive shareholder outreach program and engages with institutional investors and other stakeholders to help the board and management gain feedback on a variety of topics. In 2023, members of our board and management team conducted over 45 stakeholder engagements, including with shareholders representing a majority of our common stock. In addition, to those sessions, we participate in a number of activities throughout the year that provide the opportunity to communicate our strategy to shareholders and listen to a diverse set of opinions.

(5.2.9) Frequency of feedback collection

Select from:

☑ More frequently than annually

(5.2.10) Description of key assumptions and dependencies on which the transition plan relies

The global grid will need to decarbonize to fully realize all corporations carbon reduction goals. In addition, supply chain emissions will need reduce, further emphasizing one company can not do it on its own.

(5.2.11) Description of progress against transition plan disclosed in current or previous reporting period

Scope 3; Our Products •Continuing to expand battery production through our Ultium Cells LLC, our JV with LG Energy Solution, that is manufacturing cells for our Ultium Platform •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 •Investing in hydrogen fuel cell technology to reduce the carbon emissions of medium- and heavy-duty vehicles •Addressing the barriers to EV ownership in the United States through dealership education and engagement Scopes 1 and 2 •Improving energy efficiency: Reducing overall energy use by lowering intensity levels and operational loads at our facilities •Continuing to explore opportunities for fuel reduction, alternative fuels and new technology, focusing on paint, foundry and heating, ventilation and air conditioning (HVAC) demand •Increasing use of renewable power for electricity globally •Finalized the energy sourcing agreements required to secure 100% of the energy needed to power all of our U.S. sites with renewable electricity by end of 2025

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

GM_2023_SR.pdf

(5.2.13) Other environmental issues that your climate transition plan considers

Select all that apply

☑ No other environmental issue considered

[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

☑ 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 plan to leverage Ultium to expand our EV portfolio over a wide variety of segments and price points with multiple launches planned in 2024 and additional EV entries planned for 2025 and beyond. 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 medium-term risk. To address this, we have integration relationships with 12 EV charging networks, giving GM EV drivers access to hundreds of thousands of chargers throughout the United States and Canada and more in global markets. Together, GM and EVgo surpassed 1,000 fast-charging stalls as part of their longstanding collaboration to expand fast-charging infrastructure. GM and Pilot Travel Centers opened more than 25 locations of their coast-to-coast fast-charging network across 13 U.S. states. Featuring an elevated charging experience, EV travelers have access to the same amenities offered at existing Pilot and Flying J travel center locations. GM announced its plan to integrate the North American Charging Standard (NACS) into its EVs beginning in 2025 with plans to expand access to charging for existing GM EV drivers at more than 15,000 Superchargers throughout North America beginning in 2024. GM, along with six other major automakers formed IONNA, a JV that will create a high-powered charging network with a targeted installation of at least 30,000 chargers in urban and highway locations throughout North America beginning this year. 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.

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 2023 Form 10-K, our R&D expenditures were 9.9 billion in 2023. As an example, our Wallace Battery Cell Innovation Center became operational in 2023, 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.

Operations

(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 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

☑ 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, successfully sourcing 100% of our electricity for our U.S. sites from renewable sources by 2025. Our capital allocation and investments includes investments in battery cell manufacturing joint venture Ultium of approximately 700 million for 2023 and 300 million investment in Lithium Americas. Since 2020, we have announced investments of over 12 billion across various sites in North America. Growing investor interest in Sustainability provides an opportunity to raise capital related to low-carbon transport.

Row 2

(5.3.2.1) Financial planning elements that have been affected

Select all that apply

☑ 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. An example is at our Ramos Arizpe Complex in Mexico that is served by deep non-renewable wells. When the well water treatment plant began showing signs of water stress, a strategy was developed and included in our portfolio plan of capital spend over 24M to upgrade the facility from 2019 - 2023. 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.
[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: ☑ Yes	*Select all that apply* ☑ 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

(5.4.1.6) Amount of selected financial metric that is aligned in the reporting year (currency)

0

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

3

(5.4.1.8) Percentage share of selected financial metric planned to align in 2025 (%)

0

(5.4.1.9) Percentage share of selected financial metric planned to align in 2030 (%)

0

(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 3%. 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 2023 Form 10-K, our R&D expenditures were 9.9 billion in 2023. As an example, our Wallace Battery Cell Innovation Center became operational in 2023, 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:

☑ Full/commercial-scale demonstration

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

50

(5.5.8.5) R&D investment figure in the reporting year (unit currency as selected in 1.2) (optional)

0

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

0

(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

GM remains committed to an all-electric future. GM has approved science-based targets for scope 1, 2, and 3 emissions and has announced plans to become carbon neutral in its global products and operations by 2040. In addition, GM plans to eliminate tailpipe emissions from new light-duty vehicles in the U.S. by 2035. These targets align with our growth and transformation plan, including our commitment to an all-electric future. A key element in our EV strategy is Ultium, our dedicated EV propulsion architecture. This platform is versatile allow for quick response to customer preferences and reduces design and development lead time compared to our ICE vehicles. GM plans to use Ultium to expand its EV lineup across various segments and price points. Multiple launches are scheduled for 2024, with additional EV entries planned for 2025 and beyond. In 2021, GM began production at Factory ZERO in Detroit-Hamtramck Assembly Center, a fully dedicated EV facility. It produces vehicles like the GMC HUMMER EV Pickup and SUV, and the Chevrolet Silverado EV. In January 2022, GM announced the conversion of Orion Assembly in Michigan to produce electric pickups starting in 2025. Additionally, GM is investing in propulsion stamping and components plants to support EV production. GM's CAMI Assembly – Canada's first full-scale EV manufacturing facility – is the global production home of BrightDrop's Zevo 600 and Zevo 400. Additionally, we have announced plans to mass-produce battery cells for these and other future EVs through Ultium Cells Holdings in 4 different locations. We also continue to invest in key ICE segments, which are critical to fund our all-electric future. Cross-segment part sharing is an essential enabler to optimize our vehicle portfolio profitability, with more than 75% of our global internal combustion vehicle sales volume expected to come from five internal combustion vehicle architectures through this decade. [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)

-57

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

15

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

-36

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

(5.9.5) Please explain

In 2023, we had 21 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 36% 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?

	Use of internal pricing of environmental externalities	Primary reason for not pricing environmental externalities	Explain why your organization does not price environmental externalities
	Select from: ☑ No, but we plan to in the next two years	*Select from:* ☑ Not an immediate strategic priority	*Not an immediate strategic priority*

[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:* ☑ Yes	*Select all that apply* ☑ Climate change ☑ Water

	Engaging with this stakeholder on environmental issues	Environmental issues covered
Customers	*Select from:* ☑ Yes	*Select all that apply* ☑ Water
Investors and shareholders	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change ☑ Water ☑ Plastics
Other value chain stakeholders	*Select from:* ☑ Yes	*Select all that apply* ☑ 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 have identified high emitting industries and engage through First Movers Coalition to identify, develop and acquire lower GHG intensity materials and products. GM requires suppliers to obtain an Ecovadis scorecard which is utilized for supplier assessment. It assesses GHG emission tracking and reduction efforts. GM engages with low score (

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

Select from:

☑ 1-25%

(5.11.1.6) Number of Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

0

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 (

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

Select from:

☑ 1-25%

(5.11.1.6) Number of Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

0

[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

(5.11.2.4) Please explain

In addition to the explanation provided in the Water row for 5.11.2, 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. GM's Global Purchasing and Supply Chain (GPSC) created a space for key suppliers to come together and engage in sustainability focused conversations. The GM Supplier Sustainability Council (Council) was created as an extension of the Supplier Business Council (SBC) who work intimately with GPSC organization to manage supplier relations and implement sustainability initiatives. The SSC is composed of 14 key suppliers, in addition to a team of cross-functional GM employees and serves as a representative voice for the wider supply chain. The Council has proved an instrumental tool for supplier engagement, giving members the opportunity to contribute to the success of the entire organization. We also conduct annual supplier self-assessment surveys to access 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 or otherwise identified with suppliers.

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
☑ Material sourcing
☑ Procurement spend

(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 2023, 88% 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 52 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 2023, direct and logistics suppliers representing 92% of our budgeted annual purchase value participated in CDP. We reached a response rate of over 95% in 2023 among in-scope Strategic and key logistic suppliers with the Climate Change survey.
[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. GM now requires invited suppliers to participate in annual CDP water assessments and obtain an annual EcoVadis scorecard through our RFQ process. The supplier sustainability team works with low-scoring suppliers (

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 addition, GM has added language to our RFQ document that requires all invited suppliers to participate in annual CDP water assessments and for all suppliers to have get an annual EcoVadis scorecard. Our supplier sustainability team engages with low scoring suppliers (
[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

No comment

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

☑ 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:

☑ 51-75%

(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

No comment
[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

☑ 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

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

We continue to invite Tier I suppliers to sign GM's Supplier Pledge. This pledge holistically embraces sustainability and asks our suppliers to: • Commit to carbon neutrality for their Scope 1 and Scope 2 emissions relevant to products or services they provide us • Achieve or exceed a minimum EcoVadis score of 50 by 2025 in the areas of Labor and Human Rights, Ethics and Sustainable Procurement By the end of 2023, 71% of our direct and logistics suppliers, by budgeted annual purchase value, had committed to the Pledge. Other engagements include: • Monitoring participating global Tier I suppliers' sustainability performance through CDP and EcoVadis • Promoting supplier CO2 emission reductions through Manufacture 2030 (M2030) • Contractually securing the battery raw materials to support our EV future • Continuing our membership of the First Movers Coalition, demonstrating commitments to low-carbon steel, aluminum, concrete and cement, signaling a firm

market demand for near-zero materials • Furthermore, we actively collaborate with our strategic suppliers, urging them to set ambitious emissions reduction targets of their own. We encourage them to source more sustainable materials and enhance the transparency of their performance. Through these partnerships, we strive to foster a collective effort toward an all-electric future. • With regards to Circular Economy: The CCA Team works with dealers and suppliers to encourage parts that are not currently remanufacturable to be recycled. Examples include fascias, aluminum wheels and catalytic converters, where all or part of the product is recovered for recycling or reuse. In 2023, we worked to ensure approximately 40 million pounds of these parts were sent for recycling. Our Supplier Code of Conduct 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. Our Supplier Code of Conduct also sets expectations of suppliers to take reasonable measures to provide workers with ready access to clean toilet facilities, potable water, and sanitary eating facilities.

(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

☑ Provide training, support and best practices on how to mitigate environmental impact

Information collection

☑ Collect water quantity information at least annually from suppliers (e.g., withdrawal and discharge volumes)

(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

71% response rate of CDP Water from enrolled suppliers 41% of suppliers engaging their own suppliers 49% reporting active targets and/or goals 57% reporting any water related policy

(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:

☑ Other value chain stakeholder, please specify :Chevrolet Dealers

(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: • EV Live, our interactive and immersive experience • Explore EV, which offers our vehicle brand app users additional information about the benefits of EV ownership • A new 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 • A new gamified micro-learning app • 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

(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 2,393 Chevrolet (83%) and 1,455 (87%) GMC 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.
[Add row]

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

	Environmental initiatives implemented due to CDP Supply Chain member engagement
	Select from: ☑ Yes

[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 follow the operational control method from the GHG Protocol. We feel it allows us to have the most comprehensive inventory and it has the best for our organizational responsibilities. In 2023, we updated our organizational boundaries in our reporting of emissions to include GM Financial and Cruise to better align with the GHG Protocol. Emissions from our China joint ventures (JVs) are classified as Scope 3—Investments. In addition, we updated certain calculations within our GHG Intensity and Scope 3—Use of Sold Products reporting to reflect changes in assumptions and increased available data (lifetime vehicle usage is now estimated at 200,000 kilometers per vehicle). Baselines, targets and prior-year comparatives for the affected metrics were updated to reflect these changes.

Water

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

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

In 2023, we updated our organizational boundaries in our water intensity reporting. Water data from our China JVs is not included in our globally reported data. Baselines, targets and prior-year comparatives for the affected metrics were updated to reflect these changes. Since the publication of GM's 2023 Sustainability Report, discharge and consumption water values have been updated.

Plastics

(6.1.1) Consolidation approach used

Select from:

☑ Other, please specify **:**

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

Not applicable

Biodiversity

(6.1.1) Consolidation approach used

Select from:

☑ Other, please specify

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

We are proud of our long-standing collaboration with Widlife Habitat Council (WHC) to manage corporate lands for environmental protection. Our first site was WHC-Certified over 20 years ago, and we continue to provide quality habitat for wildlife as well as opportunities for conservation education. Through our collaboration, we have 40 certified programs, the most in the automotive industry. Of these, 18 are Certified Gold programs, which are considered exceptional by the WHC.
[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

☑ Yes, other structural change, please specify :Operational boundary changes and inclusion of previously unreported sites

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

GM Heritage Center, Daegu Aftersales Office, Madison Hgts CCA Dealer Srv, NMO GM of CAN Headquarters, MEDC-Regional Parts Distributions Centre, GM MEO-Dubai Training Center, GM AMEO-TECOM Warehouse-DPC Bldg 45, Mobility Experience Center-Zurich, Mobility Experience Center-Paris, GM Israel-Technical Center, JASCO Warehouse-7075 Dort Hwy Warehouse, Tooling&Equipment Int'l Livonia Foundry. GM China Joint Venture SGM and SGMW sites, GM Financial sites, Cruise sites

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

GM Heritage Center (U.S)-1/2023 Daegu Aftersales Office (South Korea)-11/2022 Madison Hgts CCA Dealer Srv (U.S.)-1/2023, NMO GM of CAN Headquarters (Canada)-1/2023, MEDC-Regional Parts Distributions Centre (U.A.E)-1/2023, GM MEO-Dubai Training Center (U.A.E)-1/2023, GM AMEO-TECOM Warehouse-DPC Bldg 45 (U.A.E)-1/2023, Mobility Experience Center-Zurich(Switzerland)-9/2023 Mobility Experience Center-Paris (France)-10/2023, GM Israel-Technical Center (Israel)-1/2023, JASCO Warehouse-7075 Dort Hwy Warehouse (U.S.)-6/2023, Tooling&Equipment Int'l Livonia Foundry (U.S.)-1/2023 GM China Joint Venture SGM and SGMW sites-1/2023, GM Financial sites-1/2023 Cruise sites-1/2023
[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 boundary

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

In 2023, we updated our organizational boundaries in our reporting of emissions to include GM Financial and Cruise to better align with the GHG Protocol. Emissions from our China joint ventures (JVs) are classified as Scope 3—Investments. In addition, we updated certain calculations within our GHG Intensity and Scope 3—Use of Sold Products reporting to reflect changes in assumptions and increased available data (lifetime vehicle usage is now estimated at 200,000 kilometers per vehicle). Baselines, targets and prior-year comparatives for the affected metrics were updated to reflect these changes.
[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:

☑ Yes

(7.1.3.2) Scope(s) recalculated

Select all that apply

☑ Scope 1

☑ Scope 2, location-based

☑ Scope 2, market-based

☑ Scope 3

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

Due to operational boundary changes, moving GM China JV sites to Scope 3 Cat 15 and adding GM Financial and Cruise sites to Scope 1&2 we recalculated our 2018 baseline. GM's materiality threshold is 5%.

(7.1.3.4) Past years' recalculation

Select from:

☑ Yes

[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

☑ Programa GEI Mexico

☑ Brazil GHG Protocol Programme

☑ IEA CO2 Emissions from Fuel Combustion

☑ Energy Information Administration 1605(b)

☑ The Greenhouse Gas Protocol: Scope 2 Guidance

☑ US EPA Mandatory Greenhouse Gas Reporting Rule

☑ Australia - National Greenhouse and Energy Reporting Act

☑ IPCC Guidelines for National Greenhouse Gas Inventories, 2006

☑ US EPA Emissions & Generation Resource Integrated Database (eGRID)

☑ The Greenhouse Gas Protocol: Corporate Value Chain (Scope 3) Standard

☑ 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; Australian National Greenhouse Accounts; USEPA SmartWAY; Simplified GHG Emissions Calculator, Canada National Inventory Report1990-2021: GHG Sources and Sinks in Canada

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

	Scope 2, location-based	Scope 2, market-based	Comment
	Select from: ☑ We are reporting a Scope 2, location-based figure	*Select from:* ☑ 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 Science based 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

Small office type buildings where tracking energy use is difficult due to energy inclusion in building leases or other factors and are insignificant to our GHG disclosure.

(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 relevant

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

Select from:

☑ Emissions are not relevant

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

Select from:

☑ Emissions are not relevant

(7.4.1.8) Estimated percentage of total Scope 1+2 emissions this excluded source represents

1

(7.4.1.10) Explain why this source is excluded

Based on reviews from these type of buildings, the amount of emissions consumed relative to the rest of the portfolio has been determine not to be relevant.

(7.4.1.11) Explain how you estimated the percentage of emissions this excluded source represents

Using the average GHG emissions per square foot for typical GM office-type building included in our reporting times the total excluded square feet allows us to estimate the GHG Scope 1 and 2 emissions that are excluded from our reporting. We then compared the excluded, estimated emissions to the total Scope 1 and 2 emissions to arrive at the estimated percentage represented by the exclusions. Percentage of excluded emissions is less than 1%.
[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 Science Based 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 Science Based 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 Science Based 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 area 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

Capital goods emission values area 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 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)

3299979

(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)

1304570

(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)

2341276

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

1410047

(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)

55183666

(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

Purchased goods and services 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 USEPA Environmentally-Extended Input-Output (USEEIO) database (v 2.0).

Capital goods

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

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

3670222

(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 USEPA Environmentally-Extended Input-Output (USEEIO) database (v 2.0).

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)

181283

(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 Australia. Scope 2 estimated emissions were calculated using the electrical supply and distribution emission loss form the EIA.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

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

3198194

(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

41

(7.8.5) Please explain

Upstream transportation and distribution are not relevant and 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. Note, emissions' data from USEPA SmartWay were from 2022 and to calculate the 2023 emissions the 2022 value was normalized to production.

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

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

472293

(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, 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.

Business travel

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

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

19111

(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

94

(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 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.

Employee commuting

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

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

498649

(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)

57613

(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

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, calculated

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

1084996

(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

58

(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 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. Note, emissions' data from USEPA SmartWay were from 2022 and to calculate the 2023 the emissions the 2022 value normalized to production.

Processing of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

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

1646042

(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)

240773794

(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)

1894146

(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)

8788

(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)

524865

(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)

38059248

(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 relevant, explanation provided

(7.8.5) Please explain

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

Other (downstream)

(7.8.1) Evaluation status

Select from:
☑ Not relevant, explanation provided

(7.8.5) Please explain

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

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

	Verification/assurance status
Scope 1	*Select from:* ☑ Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	*Select from:* ☑ Third-party verification or assurance process in place
Scope 3	*Select from:* ☑ 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 FY23 GHG Verification Statement Limited 03252024V4.pdf

(7.9.1.5) Page/section reference

2

(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 FY23 GHG Verification Statement Limited 03252024V4.pdf

(7.9.2.6) Page/ section reference

2

(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: Downstream 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

(7.9.3.6) Page/section reference

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:
☑ Increased

(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)

114799

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

4.33

(7.10.1.4) Please explain calculation

*GM added 2 new VPPA's to our Renewable Energy Portfolio and expanded the Michigan green tariffs covering multiple production facilities in the U.S. This increased our consumption of renewable energy in 2023. Calculation: Change in emissions in column 2) /previous year emissions * 100% - 114799/2650607 *100 -4.33%*

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO2e)

68092.42

(7.10.1.2) Direction of change in emissions

Select from:
☑ Increased

(7.10.1.3) Emissions value (percentage)

2.57

(7.10.1.4) Please explain calculation

*GMNA Scope 2 MKT based emissions account for most of the increase year over year. Calculation: Change in emissions in column 2) / Previous year emissions * 100% - 68092.42/2650607 x 100% 2.57%*

Divestment

(7.10.1.1) Change in emissions (metric tons CO2e)

615.46

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

0.023

(7.10.1.4) Please explain calculation

*GM divested of operations in US,and South Korea resulting in reduced emissions compared to 2022. Calculation: Change in emissions in column 2) / Previous year emissions * 100% - 615.46/2650607x100 -0.023%*

Acquisitions

(7.10.1.1) Change in emissions (metric tons CO2e)

2973.13

(7.10.1.2) Direction of change in emissions

Select from:

☑ Increased

(7.10.1.3) Emissions value (percentage)

0.11

(7.10.1.4) Please explain calculation

*GM acquired operations in the US, Switzerland and France resulting in increased emissions compared to 2022. Calculation: Change in emissions in column 2/Previous year emissions *100%-2973.13/2650607*1000.11*

Mergers

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

GM had minimal mergers that affect GHG emissions.

Change in output

(7.10.1.1) Change in emissions (metric tons CO2e)

105102.69

(7.10.1.2) Direction of change in emissions

Select from:
☑ Increased

(7.10.1.3) Emissions value (percentage)

3.97

(7.10.1.4) Please explain calculation

*GM's vehicle production increased by 4.02% in 2023 vs. 2022. In 2023, there was an average 0.77 tons per vehicle (total 2023 tons CO2e/total 2023 production), we estimated the change in GHG due to volume increases. Calculation: (production increase x 0.77 tons CO2e/vehicle) /Previous year emissions * 100% - 105102.69/2650607 3.97%*

Change in methodology

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Not Applicable

Change in boundary

(7.10.1.1) Change in emissions (metric tons CO2e)

3255.22

(7.10.1.2) Direction of change in emissions

Select from:

☑ Increased

(7.10.1.3) Emissions value (percentage)

0.12

(7.10.1.4) Please explain calculation

*3 Sites in the UAE and the GM Israel Technical Center were previously unreported and began reporting in footprint in 2023. Removed SGM and SGMW from Scope 1 and 2 reporting footprint. Added GM Financial and Cruise to Scope 1 and 2 reporting footprint. Please note that this does not lead to any change in emissions year over year because prior year was recalculated using updated footprint. Calculations are for the 3 UAE sites and Israel Tech Center only. Calculation: Change in emissions in column 2/Previous year emissions*100%-3255.22/26506070.12%*

Change in physical operating conditions

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Cooling degree and Heating degree days were similar year over year so the effect on operating conditions was negligible.

Unidentified

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Not Applicable

Other

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

Not Applicable
[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
	49159.68	*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)

1162565.57

(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)

142004

(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)

7087.42

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

14767.77

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

14767.77

Australia

(7.16.1) Scope 1 emissions (metric tons CO2e)

109.13

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

1054.39

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

1054.39

Brazil

(7.16.1) Scope 1 emissions (metric tons CO2e)

49914.28

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

11723.13

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

7686.36

Canada

(7.16.1) Scope 1 emissions (metric tons CO2e)

115163.83

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

10388.93

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

10388.93

China

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

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

10739.14

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

10739.14

Colombia

(7.16.1) Scope 1 emissions (metric tons CO2e)

1949.18

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

1882.87

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

1882.87

Ecuador

(7.16.1) Scope 1 emissions (metric tons CO2e)

2203.34

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

1019.9

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

1019.9

Egypt

(7.16.1) Scope 1 emissions (metric tons CO2e)

1088.08

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

4534.38

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

4534.38

France

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

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

0.19

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

0.19

India

(7.16.1) Scope 1 emissions (metric tons CO2e)

38.46

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

7380.77

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

7380.77

Ireland

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

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

672.63

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

672.63

Israel

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

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

2345.12

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

2345.12

Japan

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

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

22.96

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

22.96

Mexico

(7.16.1) Scope 1 emissions (metric tons CO2e)

81787.98

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

382780.4

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

382780.4

Philippines

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

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

596.18

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

596.18

Republic of Korea

(7.16.1) Scope 1 emissions (metric tons CO2e)

118188.74

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

179869.4

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

179869.4

Switzerland

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

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

1.1

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

1.1

United Arab Emirates

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

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

910.11

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

910.11

United States of America

(7.16.1) Scope 1 emissions (metric tons CO2e)

927039.13

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

1710586.8

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

783394.34
[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*	*1121977.94*
Row 2	*South America*	*61154.22*
Row 3	*GM International (rest of world)*	*119424.41*
Row 4	*GM Financial*	*1095*
Row 5	*Cruise*	*918*

[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	*1304570*	*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*	*2080881.11*	*1172443.64*
Row 2	*South America*	*29393.68*	*25356.91*
Row 3	*GM Internation (rest of world)*	*208126.31*	*208126.31*
Row 4	*GM Financial*	*17838*	*0*
Row 5	*Cruise*	*5037*	*4120*

[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	*2341276*	*1410047*	*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)

1304569.57

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

2341276.1

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

1410046.86

(7.22.4) Please explain

GM Global Operations, GM financial and Cruise.

All other entities

(7.22.1) Scope 1 emissions (metric tons CO2e)

0

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

0

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

0

(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)

1095

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

17838

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

0

(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)

918

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

5037

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

4120

(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:

(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

758

(7.26.9) Emissions in metric tonnes of CO2e

56.66

(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.

Row 2

(7.26.1) Requesting member

Select from:

(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

758

(7.26.9) Emissions in metric tonnes of CO2e

64.88

(7.26.11) Major sources of emissions

The relevant Scope 3 categories (1, 2, 3, 4, 5, 9, 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. Categories 4 and 9 cover the emissions from the upstream and downstream transportations of parts to plants and vehicles to dealerships. Category 5 covers emissions form 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, 9, 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 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 (v 2.0). 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. Categories 4 and 9 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. 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. Note, emissions' data from USEPA SmartWay were from 2022 and to calculate the 2023 the emissions the 2022 value normalized to production. Category 5 emissions were based on the GHG Protocol Guidelines a hybrid of waste-typespecific 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.

Row 3

(7.26.1) Requesting member

Select from:

(7.26.11) Major sources of emissions

No record of fleet sales in 2023

(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 2023

Row 4

(7.26.1) Requesting member

Select from:

(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

38

(7.26.9) Emissions in metric tonnes of CO2e

2.77

(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.

Row 5

(7.26.1) Requesting member

Select from:

(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

38

(7.26.9) Emissions in metric tonnes of CO2e

6.3

(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.

Row 6

(7.26.1) Requesting member

Select from:

(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 9: Downstream 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

38

(7.26.9) Emissions in metric tonnes of CO2e

403.48

(7.26.11) Major sources of emissions

The relevant Scope 3 categories (1, 2, 3, 4, 5, 9, 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. Categories 4 and 9 cover the emissions from the upstream and downstream transportations of parts to plants and vehicles to dealerships. Category 5 covers emissions form 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, 9, 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 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 (v 2.0). 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. Categories 4 and 9 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. 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. Note, emissions' data from USEPA SmartWay were from 2022 and to calculate the 2023 the emissions the 2022 value normalized to production. Category 5 emissions were based on the GHG Protocol Guidelines a hybrid of waste-typespecific 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.

Row 7

(7.26.1) Requesting member

Select from:

(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

15

(7.26.9) Emissions in metric tonnes of CO2e

7.05

(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.

Row 8

(7.26.1) Requesting member

Select from:

(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

15

(7.26.9) Emissions in metric tonnes of CO2e

11.64

(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.

Row 9

(7.26.1) Requesting member

Select from:

(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 9: Downstream transportation and distribution

☑ 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:
☑ Passenger kilometers

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

15

(7.26.9) Emissions in metric tonnes of CO2e

159.27

(7.26.11) Major sources of emissions

The relevant Scope 3 categories (1, 2, 3, 4, 5, 9, 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. Categories 4 and 9 cover the emissions from the upstream and downstream transportations of parts to plants and vehicles to dealerships. Category 5 covers emissions form 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, 9, 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 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 (v 2.0). 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. Categories 4 and 9 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. 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. Note, emissions' data from USEPA SmartWay were from 2022 and to calculate the 2023 the emissions the 2022 value normalized to production. Category 5 emissions were based on the GHG Protocol Guidelines a hybrid of waste-typespecific 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.

Row 10

(7.26.1) Requesting member

Select from:

(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

3

(7.26.9) Emissions in metric tonnes of CO2e

0.13

(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.

Row 11

(7.26.1) Requesting member

Select from:

(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

3

(7.26.9) Emissions in metric tonnes of CO2e

0.76

(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 2023 Sustainability Report. GM does not disclose at the site level.

Row 12

(7.26.1) Requesting member

Select from:

(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 9: Downstream 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

3

(7.26.9) Emissions in metric tonnes of CO2e

31.85

(7.26.11) Major sources of emissions

The relevant Scope 3 categories (1, 2, 3, 4, 5, 9, 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. Categories 4 and 9 cover the emissions from the upstream and downstream transportations of parts to plants and vehicles to dealerships. Category 5 covers emissions form 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, 9, 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 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 (v 2.0). 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. Categories 4 and 9 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. 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. Note, emissions' data from USEPA SmartWay were from 2022 and to calculate the 2023 the emissions the 2022 value normalized to production. Category 5 emissions were based on the GHG Protocol Guidelines a hybrid of waste-typespecific 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 2023 Sustainability Report. GM does not disclose at the site level.

Row 13

(7.26.1) Requesting member

Select from:

(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

529

(7.26.9) Emissions in metric tonnes of CO2e

107.97

(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 2023 Sustainability Report. GM does not disclose at the site level.

Row 14

(7.26.1) Requesting member

Select from:

(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

529

(7.26.9) Emissions in metric tonnes of CO2e

148.52

(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 2023 Sustainability Report. GM does not disclose at the site level.

Row 15

(7.26.1) Requesting member

Select from:

(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 9: Downstream 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

529

(7.26.9) Emissions in metric tonnes of CO2e

5616.9

(7.26.11) Major sources of emissions

The relevant Scope 3 categories (1, 2, 3, 4, 5, 9, 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. Categories 4 and 9 cover the emissions from the upstream and downstream transportations of parts to plants and vehicles to dealerships. Category 5 covers emissions form 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, 9, 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 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 (v 2.0). 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. Categories 4 and 9 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. 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. Note, emissions' data from USEPA SmartWay were from 2022 and to calculate the 2023 the emissions the 2022 value normalized to production. Category 5 emissions were based on the GHG Protocol Guidelines a hybrid of waste-typespecific 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 2023 Sustainability Report. GM does not disclose at the site level.

Row 16

(7.26.1) Requesting member

Select from:

(7.26.11) Major sources of emissions

No record of fleet sales in 2023

(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 2023

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

Absolute values are disclosed in 2023 Sustainability Report. GM does not disclose at the site level.

Row 17

(7.26.1) Requesting member

Select from:

(7.26.11) Major sources of emissions

No record of fleet sales in 2023

(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 2023

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

Absolute values are disclosed in 2023 Sustainability Report. GM does not disclose at the site level.

Row 18

(7.26.1) Requesting member

Select from:

(7.26.11) Major sources of emissions

No record of fleet sales in 2023

(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 2023

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

Absolute values are disclosed in 2023 Sustainability Report. GM does not disclose at the site level.

Row 19

(7.26.1) Requesting member

Select from:

(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 9: Downstream 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

758

(7.26.9) Emissions in metric tonnes of CO2e

8048.41

(7.26.11) Major sources of emissions

The relevant Scope 3 categories (1, 2, 3, 4, 5, 9, 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. Categories 4 and 9 cover the emissions from the upstream and downstream transportations of parts to plants and vehicles to dealerships. Category 5 covers emissions form 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, 9, 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 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 (v 2.0). 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. Categories 4 and 9 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. 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. Note, emissions'

data from USEPA SmartWay were from 2022 and to calculate the 2023 the emissions the 2022 value normalized to production. Category 5 emissions were based on the GHG Protocol Guidelines a hybrid of waste-typespecific 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 2023 Sustainability Report. GM does not disclose at the site level.

Row 20

(7.26.1) Requesting member

Select from:

(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

7369

(7.26.9) Emissions in metric tonnes of CO2e

890

(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 2023 Sustainability Report. GM does not disclose at the site level.

Row 21

(7.26.1) Requesting member

Select from:

(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

7369

(7.26.9) Emissions in metric tonnes of CO2e

274

(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 2023 Sustainability Report. GM does not disclose at the site level.

Row 22

(7.26.1) Requesting member

Select from:

(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 9: Downstream 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

7369

(7.26.9) Emissions in metric tonnes of CO2e

78244

(7.26.11) Major sources of emissions

The relevant Scope 3 categories (1, 2, 3, 4, 5, 9, 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. Categories 4 and 9 cover the emissions from the upstream and downstream transportations of parts to plants and vehicles to dealerships. Category 5 covers emissions form 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, 9, 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 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 (v 2.0). 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. Categories 4 and 9 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. 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. Note, emissions' data from USEPA SmartWay were from 2022 and to calculate the 2023 the emissions the 2022 value normalized to production. Category 5 emissions were based on the GHG Protocol Guidelines a hybrid of waste-typespecific 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 2023 Sustainability Report. GM does not disclose at the site level.
[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 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 results in more granular estimates of GHG Scope 1 and 2 emissions. For example, in 2023, sales data was mapped to vehicle model production location to use plant specific carbon intensity and vehicle emissions intensity.
[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:* ☑ Yes
Consumption of purchased or acquired electricity	*Select from:* ☑ Yes
Consumption of purchased or acquired heat	*Select from:* ☑ Yes
Consumption of purchased or acquired steam	*Select from:* ☑ Yes
Consumption of purchased or acquired cooling	*Select from:* ☑ Yes
Generation of electricity, heat, steam, or cooling	*Select from:* ☑ 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

280572.41

(7.30.1.3) MWh from non-renewable sources

5742126.49

(7.30.1.4) Total (renewable and non-renewable) MWh

6022698.9

Consumption of purchased or acquired electricity

(7.30.1.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

2119056.41

(7.30.1.3) MWh from non-renewable sources

3338945.67

(7.30.1.4) Total (renewable and non-renewable) MWh

5458002.08

Consumption of purchased or acquired heat

(7.30.1.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

0

(7.30.1.4) Total (renewable and non-renewable) MWh

0

Consumption of purchased or acquired steam

(7.30.1.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

162080.14

(7.30.1.4) Total (renewable and non-renewable) MWh

162080.14

Consumption of purchased or acquired cooling

(7.30.1.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

745.43

(7.30.1.4) Total (renewable and non-renewable) MWh

745.43

Consumption of self-generated non-fuel renewable energy

(7.30.1.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

0

(7.30.1.4) Total (renewable and non-renewable) MWh

0

Total energy consumption

(7.30.1.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

2399628.82

(7.30.1.3) MWh from non-renewable sources

9243897.73

(7.30.1.4) Total (renewable and non-renewable) MWh

11643526.6
[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:* ☑ Yes
Consumption of fuel for the generation of heat	*Select from:* ☑ Yes
Consumption of fuel for the generation of steam	*Select from:* ☑ Yes
Consumption of fuel for the generation of cooling	*Select from:* ☑ Yes
Consumption of fuel for co-generation or tri-generation	*Select from:* ☑ Yes

[Fixed row]

(7.30.7) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

(7.30.7.1) Heating value

Select from:

☑ HHV

(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

(7.30.7.8) Comment

Not Applicable

Other biomass

(7.30.7.1) Heating value

Select from:

☑ HHV

(7.30.7.2) Total fuel MWh consumed by the organization

280572.41

(7.30.7.3) MWh fuel consumed for self-generation of electricity

280572.41

(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)

(7.30.7.1) Heating value

Select from:

☑ HHV

(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

(7.30.7.8) Comment

Not Applicable

Coal

(7.30.7.1) Heating value

Select from:

☑ Unable to confirm heating value

(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

(7.30.7.8) Comment

Not Applicable

Oil

(7.30.7.1) Heating value

Select from:

☑ HHV

(7.30.7.2) Total fuel MWh consumed by the organization

9934.43

(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

9934.43

(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

5713499.25

(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

2662490.65

(7.30.7.5) MWh fuel consumed for self-generation of steam

2959592.61

(7.30.7.6) MWh fuel consumed for self-generation of cooling

91415.99

(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. Per previous year breakout, 46.6% of natural gas went to self-generation of heat, 51.8% went to self-generation of steam and 1.6% went to self-generation of cooling

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

18692.8

(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

(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

6022698.9

(7.30.7.3) MWh fuel consumed for self-generation of electricity

280572.41

(7.30.7.4) MWh fuel consumed for self-generation of heat

2672425.08

(7.30.7.5) MWh fuel consumed for self-generation of steam

2959592.61

(7.30.7.6) MWh fuel consumed for self-generation of cooling

91415.99

(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)

87370.59

(7.30.9.2) Generation that is consumed by the organization (MWh)

87318.54

(7.30.9.3) Gross generation from renewable sources (MWh)

48296.24

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

48244.19

Heat

(7.30.9.1) Total Gross generation (MWh)

2672425.08

(7.30.9.2) Generation that is consumed by the organization (MWh)

2672425.08

(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)

2959592.61

(7.30.9.2) Generation that is consumed by the organization (MWh)

2959592.61

(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)

91415.99

(7.30.9.2) Generation that is consumed by the organization (MWh)

91415.99

(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)

47761.23

(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)

47761.23

(7.30.16.7) Provide details of the electricity consumption excluded

Not applicable

Australia

(7.30.16.1) Consumption of purchased electricity (MWh)

1334.67

(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)

1334.67

(7.30.16.7) Provide details of the electricity consumption excluded

Not applicable

Brazil

(7.30.16.1) Consumption of purchased electricity (MWh)

320023.89

(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)

320023.89

(7.30.16.7) Provide details of the electricity consumption excluded

Not applicable

Canada

(7.30.16.1) Consumption of purchased electricity (MWh)

332539.8

(7.30.16.2) Consumption of self-generated electricity (MWh)

39074.35

(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)

371614.15

(7.30.16.7) Provide details of the electricity consumption excluded

GM does not own the environmental attributes for self generated electricity 39074.35

China

(7.30.16.1) Consumption of purchased electricity (MWh)

15624.56

(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)

3114.54

(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)

18739.10

(7.30.16.7) Provide details of the electricity consumption excluded

Not applicable

Colombia

(7.30.16.1) Consumption of purchased electricity (MWh)

12314.4

(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)

12314.40

(7.30.16.7) Provide details of the electricity consumption excluded

Not applicable

Ecuador

(7.30.16.1) Consumption of purchased electricity (MWh)

7326.87

(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)

7326.87

(7.30.16.7) Provide details of the electricity consumption excluded

Not applicable

Eygpt

(7.30.16.1) Consumption of purchased electricity (MWh)

11268.33

(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)

11268.33

(7.30.16.7) Provide details of the electricity consumption excluded

Not applicable

France

(7.30.16.1) Consumption of purchased electricity (MWh)

3.69

(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)

3.69

(7.30.16.7) Provide details of the electricity consumption excluded

Not applicable

India

(7.30.16.1) Consumption of purchased electricity (MWh)

10299.71

(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)

10299.71

(7.30.16.7) Provide details of the electricity consumption excluded

Not applicable

Ireland

(7.30.16.1) Consumption of purchased electricity (MWh)

2122.53

(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)

2122.53

(7.30.16.7) Provide details of the electricity consumption excluded

Not applicable

Israel

(7.30.16.1) Consumption of purchased electricity (MWh)

5298.5

(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)

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)

5298.50

(7.30.16.7) Provide details of the electricity consumption excluded

Not applicable

Japan

(7.30.16.1) Consumption of purchased electricity (MWh)

38.79

(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)

10.6

(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)

49.39

(7.30.16.7) Provide details of the electricity consumption excluded

Not applicable

Mexico

(7.30.16.1) Consumption of purchased electricity (MWh)

880113.11

(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)

880113.11

(7.30.16.7) Provide details of the electricity consumption excluded

Not applicable

Philippines

(7.30.16.1) Consumption of purchased electricity (MWh)

103.78

(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)

734.84

(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)

838.62

(7.30.16.7) Provide details of the electricity consumption excluded

Not applicable

Republic of Korea

(7.30.16.1) Consumption of purchased electricity (MWh)

393157.07

(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)

393157.07

(7.30.16.7) Provide details of the electricity consumption excluded

Not applicable

Switzerland

(7.30.16.1) Consumption of purchased electricity (MWh)

42.44

(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)

42.44

(7.30.16.7) Provide details of the electricity consumption excluded

Not applicable

United Arab Emirates

(7.30.16.1) Consumption of purchased electricity (MWh)

1917.63

(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)

1917.63

(7.30.16.7) Provide details of the electricity consumption excluded

Not applicable

United States of America

(7.30.16.1) Consumption of purchased electricity (MWh)

3416711.09

(7.30.16.2) Consumption of self-generated electricity (MWh)

48244.19

(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)

158965.6

(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)

3623920.88

(7.30.16.7) Provide details of the electricity consumption excluded

Not applicable

[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)

237981.47

(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

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2009

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(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)

23106.67

(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

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2009

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(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)

34064.18

(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:

☑ 2023

(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)

187771.97

(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:

☑ 2023

(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)

405529.13

(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

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2016

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(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 Tariff Phase I and II, DTE Green Tariffs utilize a collection of projects that renewable energy and RECs are sourced from to allocate to each subscriber. These projects with commissioning years include Isabella (2021), Fairbanks (2022), Assembly (2022), and Big Turtle II (2016).

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:

☑ 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)

279260

(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:

☑ 2023

(7.30.17.10) Supply arrangement start year

2018

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify **:**ERCOT - State of TX Renewable Energy Trading Program

(7.30.17.12) Comment

NW Ohio Wind VPPA - We are in a financial PPA for this project that generates wind energy, but the supplier sells the RECs to another party. However, the supplier purchases replacement RECs on our behalf to account for 100% of the energy produced by the project.

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)

333297

(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:

☑ 2023

(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- State of TX Renewable Energy Trading Program

(7.30.17.12) Comment

Hill Topper VPPA

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)

154939

(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:
☑ 2023

(7.30.17.10) Supply arrangement start year

2018

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify **:**ERCOT - State of TX Renewable Energy Trading Program

(7.30.17.12) Comment

Cactus Flats Wind VPPA

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)

94961

(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:

☑ 2023

(7.30.17.10) Supply arrangement start year

2017

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify **:**ERCOT - State of TX Renewable Energy Trading Program

(7.30.17.12) Comment

Hidalgo Wind VPPA

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:

☑ 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)

19373.27

(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:

☑ 2023

(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

CMS Green Tariff-Saginaw Metal Casting

Row 11

(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)

10920.35

(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:

☑ 2023

(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

CMS Green Tariff-Swartz Creek

Row 12

(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)

4336.16

(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:

☑ 2023

(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

CMS Green Tariff-CCA Davison

Row 13

(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)

398.28

(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:

☑ 2023

(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

CMS Green Tariff-Burton

Row 14

(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)

6257.49

(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:

☑ 2023

(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

CMS Green Tariff-Flint Tool and Die

Row 15

(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)

73188.07

(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:
☑ 2023

(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

CMS Green Tariff-GMCH Grand Rapids

Row 16

(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)

4015.06

(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:

☑ 2023

(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

CMS Green Tariff, LCREP - Grand Blanc

Row 17

(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)

114260

(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:

☑ 2023

(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

Thunderhead VPPA

Row 18

(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)

23567

(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:

☑ 2023

(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 19

(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)

110197.76

(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:

☑ 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:

☑ 2023

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ No additional, voluntary label

(7.30.17.12) Comment

IRECs for Guarulhos, 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:* ☑ 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)

161.25

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

161.25

(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)

0.83

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

0.5

(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:

☑ Sustainable biomass

(7.30.19.3) Facility capacity (MW)

8

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

17414.18

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

17362.13

(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 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)

6.4

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

30882.06

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

30882.06

(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

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:
☑ 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)

1470.94

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

1470.94

(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
[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. In 2023, GM accomplished noteworthy projects, including a 50 MW PPA from the Thunderhead Wind Farm situated in Wheeler and Antelope Counties, Nebraska. Additionally, GM embarked on a new phase of the MIGreen Power green tariff, in collaboration with DTE Energy. Also in October 2023, the Newport Solar project began commercial operation 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. One way GM does this is through its Annual Energy Symposium. In 2023, GM hosted its 4th symposium, which attracted 2,080 participants from 41 companies. The symposium covered important topics such as energy mapping, energy efficiency, and renewable energy in educational sessions.

(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 2023, material supply chain shortages delayed asset development, as well as impacted project pricing. Additionally, there continue to be market access challenges in some locations in which we operate.
[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

(7.30.22.3) Provide additional details of the barriers faced within this country/area

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

58.88329518

(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

240773794

(7.35.6) Metric denominator: Unit total

4089000

(7.35.7) % change from previous year

-4.06

(7.35.8) Please explain

Total use of sold products is calculated annually for 2023. The method is consistent with SBTi methodology for Well to Wheel gCO2e/km Scope 3, Use of Sold Products, Category 11 multiplied by 2023 global volume and 200,000 lifetime vehicle kilometers plus annual assumed HFC losses from MVAC units (3% per year, 206,169 tCO2e for 2023) over the lifetime of the vehicle, 10 years. Metric tons are normalized by sold vehicles in 2023 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

0.00001722

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

2714616.43

(7.45.3) Metric denominator

Select from:

☑ unit total revenue

(7.45.4) Metric denominator: Unit total

157667000000

(7.45.5) Scope 2 figure used

Select from:

☑ Market-based

(7.45.6) % change from previous year

6.48

(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 increase in revenue and an increase in gross global CO2e emissions and operations GHG intensities in 2023 as compared to 2022. We saw an overall increase in production, and a 9.5% increase in revenues in 2023 compared to 2022, and an increase in combined scope 1 and 2 GHG emissions of 2.4%.The decrease in revenue intensity is as expected given the small increase in emissions compared to the increase in revenue.

Row 2

(7.45.1) Intensity figure

0.77

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

2714616.43

(7.45.3) Metric denominator

Select from:

☑ vehicle produced

(7.45.4) Metric denominator: Unit total

3533373

(7.45.5) Scope 2 figure used

Select from:

☑ Market-based

(7.45.6) % change from previous year

1.54

(7.45.7) Direction of change

Select from:

☑ Decreased

(7.45.8) Reasons for change

Select all that apply

☑ Change in renewable energy consumption

☑ Other emissions reduction activities

☑ Change in output

(7.45.9) Please explain

We saw a reduction of 1.54% in tons of CO2e per vehicle in 2023 compared to 2022. There was an increase of scope 1 and 2 emissions of 2.4% compared to an increase in production of 4.0% in 2023 compared to 2022.
[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

0.0002942

(7.50.3) Metric numerator (Scope 3 emissions: use of sold products) in Metric tons CO2e

240773794

(7.50.4) Metric denominator

Select from:

☑ p.km

(7.50.5) Metric denominator: Unit total

817800000000

(7.50.6) % change from previous year

-4.07

(7.50.7) Vehicle unit sales in reporting year

4089000

(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

83106

(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

31

(7.52.6) Direction of change

Select from:

☑ Decreased

(7.52.7) Please explain

GM has reduced its total non-diverted operational waste in metric tons from 120,996 in 2022 to 83,106 in 2023, leading to a zero waste diversion of 94.6%. This surpasses GM's waste reduction target of 90% three years ahead of schedule.
[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

(7.53.1.2) Is this a science-based target?

Select from:

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

(7.53.1.3) Science Based Targets initiative official validation letter

GMCO-USA-001-OFF Target Validation Decision Letter 1.pdf

(7.53.1.4) Target ambition

Select from:

☑ 1.5°C aligned

(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)

1304569.57

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

1410046.86

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

2714616.430

(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

51.41

(7.53.1.80) Target status in reporting year

Select from:

☑ Underway

(7.53.1.82) Explain target coverage and identify any exclusions

Original target approved by Science Based Targets Initiative. In 2023, no revision was made to SBTi % reduction target. However, the emissions target number changes due to 2023 Operational Boundary Changes (GM China JVs moved to Scope 3, GM Financial and Cruise added to Scope 1 & 2).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 Science-Based 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

(7.53.1.84) Plan for achieving target, and progress made to the end of the reporting year

We plan to achieve our Scope 1 & 2 target by improving the efficiency of our operations and increasing our use of renewable power for electricity. We source renewable energy through direct investment, on-site generation, green tariffs and power purchase agreements (PPAs). According to Bloomberg New Energy Finance, GM has sourced more renewable electricity than any other automaker over the last decade, giving us the scale to help drive the transition to renewable power across

*the United States. In October 2022, we announced that we have successfully sourced 100% of the renewable energy needed to power all our U.S. sites by 2025 *. *Based on estimated forecasted global renewable energy sourced through currently executed agreements, subject to change depending on actual future electric usage in operations and actual future renewable generation.*

(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

(7.53.2.2) Is this a science-based target?

Select from:

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

(7.53.2.3) Science Based Targets initiative official validation letter

GMCO-USA-001-OFF Target Validation Decision Letter.pdf

(7.53.2.4) Target ambition

Select from:

☑ Well-below 2°C aligned

(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 (metric tons CO2e per unit of activity)

0.0002937

(7.53.2.32) Intensity figure in base year for total Scope 3 (metric tons CO2e per unit of activity)

0.0002937000

(7.53.2.33) Intensity figure in base year for all selected Scopes (metric tons CO2e per unit of activity)

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 (metric tons CO2e per unit of activity)

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 (metric tons CO2e per unit of activity)

0.0002942

(7.53.2.79) Intensity figure in reporting year for total Scope 3 (metric tons CO2e per unit of activity)

0.0002942000

(7.53.2.80) Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)

0.0002942000

(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

-0.33

(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. Original target approved by Science Based Targets Initiative. In 2023, no revision was made to SBTi % reduction target. However, the emissions target number changes due to 2023 Operational Boundary Changes (GM China JVs moved to Scope 3, GM Financial and Cruise added to Scope 1 & 2).

(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 plan to meet this Scope 3 target is through our plans to eliminate tailpipe emissions from all light-duty vehicles. The following initiatives will help us achieve this target: • Continuing to expand battery production through our Ultium Cells LLC, our JV with LG Energy Solution, that is manufacturing cells for our Ultium Platform • 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 • Investing in hydrogen fuel cell technology to reduce the carbon emissions of medium- and heavy-duty vehicles • 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

☑ Net-zero targets

☑ Other climate-related targets

(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

39.36

(7.54.1.13) % of target achieved relative to base year

32.76

(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 for renewable electricity by 2035, globally 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 use 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

Sourcing 100% renewable electricity to power 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

GM follows a four pillar approach to achieve our renewable energy goals. The first pillar is energy efficiency; making investments in our operations for more efficient equipment. The second pillar is renewable energy procurement. This is primarily done through power purchase agreements and green tariffs, sourcing renewable energy from projects as close to our operations as possible. The third pillar is addressing intermittency; mitigating gaps in renewable energy transition: working to ensure we're using carbon free electricity when the sun isn't shining and wind isn't blowing, and improving grid reliability. The last pillar is policy advocacy: GM is highly engaged via trade organizations & directly to legislators, voicing our support for clean energy legislation. In 2022, we announced that we have successfully sourced 100% of the renewable electricity needed to power all our U.S. sites by 2025 (based on estimated forecasted global energy sourced through currently operating and executed agreements, subject to change depending on actual future electric usage in operations and actual future renewable generation). In the reporting year, we continue to be on track for our 2025 goal.
[Add row]

(7.54.2) Provide details of any other climate-related targets, including methane reduction targets.

Row 1

(7.54.2.1) Target reference number

Select from:
☑ Oth 1

(7.54.2.2) Date target was set

01/01/2020

(7.54.2.3) Target coverage

Select from:

☑ Organization-wide

(7.54.2.4) Target type: absolute or intensity

Select from:

☑ Absolute

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

Waste management

☑ Percentage of total waste generated that is recycled

(7.54.2.7) End date of base year

12/31/2018

(7.54.2.8) Figure or percentage in base year

78

(7.54.2.9) End date of target

12/31/2025

(7.54.2.10) Figure or percentage at end of date of target

90

(7.54.2.11) Figure or percentage in reporting year

94.6

(7.54.2.12) % of target achieved relative to base year

138.3333333333

(7.54.2.13) Target status in reporting year

Select from:

☑ Achieved and maintained

(7.54.2.15) Is this target part of an emissions target?

GM's Zero Waste Performance Goals align with GM's overarching carbon neutral plan. Currently, GM's Zero Waste program has a publicly stated tonnage based target to divert more than 90% of total operational waste from landfills and thermal recovery facilities by 2025.

(7.54.2.16) Is this target part of an overarching initiative?

Select all that apply

☑ Other, please specify **:**GM's Zero Waste Performance goal aligns with GM's overarching carbon neutral goal

(7.54.2.18) Please explain target coverage and identify any exclusions

GM's Zero Waste performance goal is to divert more than 90% of our total operational waste from landfills, incinerators and energy recovery facilities by 2025. Total operational waste is defined as all relevant waste streams (98% of reported operational waste) that are not generated due to construction, demolition or remediation activities. GM's waste performance program represents the percentage of waste diverted from landfill, incinerators and energy recovery compared to a 2018 baseline of total operational waste generated and is based on the Zero Waste International Alliance (ZWIA) to reflect a 90% diversion threshold.

(7.54.2.19) Target objective

Diverting more than 90% of our operational waste from landfills, incinerators and energy recovery facilities by 2025 against a 2018 baseline

(7.54.2.21) List the actions which contributed most to achieving this target

We have created a wide range of Zero Waste resources to provide support, funding and guidance to all relevant stakeholders to push the company's zero waste performance targets forward on local, regional, and global level: • Onsite visits by the Zero Waste team to problem solve waste management & handling issues • Individualized zero waste performance targets on the local & regional level that scale based on production volume and population, ensuring engaging and relevant waste targets • Zero Waste Treasure Hunts to engage all employees in the Zero Waste program to assist sites in achieving their zero waste performance targets,

while also identifying best practices to share throughout the company. • Specific zero waste budget to fund waste diversion opportunities • Alignment with suppliers and contractors towards a unified zero waste performance target through the use of the program resources, a variety of projects have been implemented to design out waste and improve reuse and recycling across the company portfolio, enabling a global 2023 waste diversion rate of 94.6%, examples of which include: GM collaborated with NexTiles, a Detroit-based textile recycling company, to recycle 104 metric tons of expired COVID personal protective equipment (PPE). GM Argentina, Colombia and Brazil have implemented a special requirement for construction and demolition waste. This waste undergoes a separation and recycling process, enabling the material to be repurposed as raw material within the construction industry. In 2023, we reused approximately 2,500 tons of asphalt pavement from the test track refurbishment at our Proving Ground Cruz Alta in Brazil to improve the ground in the surrounding maintenance work area, reducing disposal costs. Starting in 2021, two GM foundries that manufacture engine components have teamed up to reuse waste sand, completely replacing the need for virgin sand on a block production line. This project diverts sand waste from Defiance Foundry, Ohio, to our foundry in Saginaw, Michigan. In 2023, this initiative reused more than 2,500 metric tons of sand, with cost savings of over 45,000. The Defiance Foundry has also collaborated with our Biodiversity program to begin restoring its on-site process water ponds into a native wildlife habitat. In 2023, this habitat restoration project reused more than 100,000 metric tons of sand.
[Add row]

(7.54.3) Provide details of your net-zero target(s).

Row 1

(7.54.3.1) Target reference number

Select from:
☑ NZ1

(7.54.3.3) Target Coverage

Select from:
☑ Organization-wide

(7.54.3.4) Targets linked to this net zero target

Select all that apply
☑ Abs1
☑ Int1

(7.54.3.5) End date of target for achieving net zero

12/31/2050

(7.54.3.6) Is this a science-based target?

Select from:

☑ No, but we anticipate setting one in the next two years

(7.54.3.10) Explain target coverage and identify any exclusions

GM is aligning with the goals of the Paris Agreement, and we are campaign members of the Business Ambition Pledge for 1.5ºC, an urgent call to action from a global coalition of United Nations agencies, businesses, and industry leaders. GM will work to set a science-based net-zero target.

(7.54.3.11) Target objective

We are committed to achieve carbon neutrality in global products and operations by 2040, we are committed to achieving the following science-based targets. Reduce Scope 3 GHG emissions from the use of sold products of light-duty vehicles by 51% per vehicle kilometer by 2035 against a 2018 baseline. Reduce Scope 1 and 2 operations emissions by 72% by 2035 against a 2018 baseline

(7.54.3.12) Do you intend to neutralize any residual emissions with permanent carbon removals at the end of the target?

Select from:

☑ Unsure

[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 (only for rows marked *)
Under investigation	*297*	*`Numeric input*
To be implemented	*58*	*43380*
Implementation commenced	*0*	*0*
Implemented	*264*	*92722*
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

Transportation

☑ Other, please specify **:**Multiple renewables

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

96214.09

(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 C0.4)

0

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

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 Science Based Target glide path. This initiative includes the additional renewables that came online for 2023 (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)

35570

(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)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

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

7294155

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

0

(7.55.2.7) Payback period

Select from:

☑ No payback

(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)

50252

(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)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

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

5932971

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

27081497

(7.55.2.7) Payback period

Select from:

☑ 4-10 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)

6900

(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)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

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

1984143

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

9402611

(7.55.2.7) Payback period

Select from:

☑ 4-10 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 6-10 years

(7.55.2.9) Comment

In 2023, 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. As of December 2023, we had 28 sites in the United States recognized as DOE

50001 Ready program. While not officially recognized by the U.S. DOE program, we have 19 other sites that have met the same criteria up from 16 in 2022. Three sites in Canada, eight in Mexico, eight in GM South America and one site in Korea have met the standards and are considered in conformance with DOE 50001 Ready.

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. In 2023, we reduced our focus on EPC, shifting toward internal funding sources in an effort to focus specifically on carbon reduction and energy savings. 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:

☑ 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 75,883 EVs in the US from 2023 sold

(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 2023 EV portfolio includes electric vehicles—such as our Cadillac Lyric, Chevy Blazer, Chevy Silverado EV, Chevy Bolt 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 75,883 EVs in the US from 2023 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 75,883 EVs in the US from 2023 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

3707238

(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 75,883 EVs in the US from 2023 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.

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

3

[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

3

(7.75.5) Metric unit

Select from:

☑ % of total sales

(7.75.6) Explanation

Our US sales of electric vehicles in 2023 was 75,883 vehicles and the metric reported is based on sales volumes in 2023 of 2,595,000 vehicles. We are focusing on accelerating our transition toward EVs. Metric includes Light Duty and Heavy Duty.
[Add row]

(7.79) Has your organization canceled 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:

☑ Other, please specify :Small facilities with insignificant water use are excluded.

(9.1.1.2) Description of exclusion

Small facilities with insignificant water use are excluded from reporting. Typically, these buildings have minimal or infrequent activity and measuring water consumption would be inefficient. The exclusion applies to less than 1% of our overall water withdrawal.

(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:

☑ Less than 1%

(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:

☑ Not monitored

(9.2.4) Please explain

At facilities where phosphates, nitrates, pesticides and other priority substances are regulated, GM measures and monitors these parameters; however this data is not collected corporately.

Water discharge quality – temperature

(9.2.1) % of sites/facilities/operations

Select from:

☑ 1-25

(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. We estimate that about 3% our facilities have temperature monitoring included in their process data management parameters and the remainder are not applicable. We do not monitor temperatures where there is no possibility of elevated temperatures as is the case for most of our operations.

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:

☑ 1-25

(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.

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)

17724

(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:

☑ 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:

☑ Increase/decrease in efficiency

(9.2.2.6) Please explain

Water withdrawal decreased by 5.0% from 2022. Although global production was higher in 2023, water intensity at these sites remained somewhat elevated due to inefficiencies resulting from the semiconductor shortage and short-term planning to mitigate those effects. While 2023 water intensity was less than 2022, we currently expect withdrawal to continually decrease due to increased process and facility efficiencies.

Total discharges

(9.2.2.1) Volume (megaliters/year)

13018

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ Higher

(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:

☑ Increase/decrease in efficiency

(9.2.2.6) Please explain

Water discharges increased slightly by 2.3% from 2022. We currently expect discharge volumes to decrease due to increased process and facility efficiencies.GM Mexico-San Luis Potosi facility does not discharge water offsite and therefore is not included in this calculation. GM's discharge and consumption values have been updated since the 2023 Sustainability Report published.

Total consumption

(9.2.2.1) Volume (megaliters/year)

4706

(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 business activity

(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 consumption decreased by 21% from 2022. Multiple facilities were under construction in order to prepare building electric vehicles and battery cells. 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.GM's discharge and consumption values have been updated since the 2023 Sustainability Report published.
[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)

1435

(9.2.4.3) Comparison with previous reporting year

Select from:

☑ Lower

(9.2.4.4) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in efficiency

(9.2.4.5) Five-year forecast

Select from:

☑ About the same

(9.2.4.6) Primary reason for forecast

Select from:

☑ Increase/decrease in business activity

(9.2.4.7) % of total withdrawals that are withdrawn from areas with water stress

8.10

(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 2023, 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. In 2022, there were three (3) GM facilities in Mexico (San Luis Potosi, Silao and Ramos Arizpe) that were considered to be in water stressed areas.
[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:

☑ Not relevant

(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, we do not expect this source to be viable in the near future.

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 and treatment costs are excessive for brackish/sea water use. 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)

1185.34

(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:

☑ 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 31% less in 2023 versus 2022. Groundwater withdrawal at these sites was lower than in previous years due to historical inefficiencies resulting from the semiconductor shortage and short-term planning to mitigate those effects. 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)

1434.71

(9.2.7.3) Comparison with previous reporting year

Select from:

☑ Lower

(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 can provide significant cost savings for groundwater-non-renewable compared to potentially more expensive third party supplied water. Groundwater non-renewable use was 3% less in 2023 versus 2022. Groundwater-non-renewable is exclusively from our Mexico facilities. We expect a future increase based on forecasted increased production volume partially offset with water conservation.

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. Additionally, GM Assembly plant paint shops require high quality water and treatment costs are excessive for Produced/Entrained water use. 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)

15103.86

(9.2.7.3) Comparison with previous reporting year

Select from:

☑ Lower

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in efficiency

(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 2.4% lower in 2023 versus 2022. Water withdrawal was higher in previous years due to inefficiencies resulting from the semiconductor shortage and short-term planning to mitigate those effects. 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)

3671

(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

Fresh water discharge is relevant to certain GM locations where GM discharges directly to bodies of water. Fresh Water discharge was 19% higher in 2023 vs. 2022.

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)

121

(9.2.8.3) Comparison with previous reporting year

Select from:

☑ Much 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

Groundwater discharge was significantly lower (66%) in 2023 vs. 2022 due to decreased 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)

9227

(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

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 1% lower in 2023 vs. 2022.
[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)

11443

(9.2.9.3) Comparison of treated volume with previous reporting year

Select from:
☑ 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:
☑ 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)

357

(9.2.9.3) Comparison of treated volume with previous reporting year

Select from:

☑ 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)

955

(9.2.9.3) Comparison of treated volume with previous reporting year

Select from:

☑ 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

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)

263

(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

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:

☑ Not relevant

(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:

☑ No, we have not assessed this value chain stage for facilities with water-related dependencies, impacts, risks, and opportunities, but we are planning to do so in the next 2 years

(9.3.4) Please explain

To minimize our exposure to water risks in our supply chain, substantive risk due to water scarcity, or other potential supply interruptions for key suppliers, multiple suppliers are sourced for similar parts. We recently began using a supply chain visibility and mapping tool that provides a visualization of GM's footprint, including our own facilities, our Tier I suppliers, and many of our Tier II suppliers. Using this map as a base, we can get answers to questions about supply chain risk by superimposing information like geopolitical events, hurricanes, water scarcity, and other possible disruptions.
[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

☑ Dependencies

☑ Impacts

☑ 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)

639

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Lower

(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

639

(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)

343

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

☑ Much higher

(9.3.1.23) Discharges to fresh surface water

343

(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)

296

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

☑ Much lower

(9.3.1.29) Please explain

GM's Ramos Arizpe vehicle complex in Mexico produces ICE and EV vehicles as well as powertrains and is an important, strategic, manufacturing asset. Consumption is calculated using well water withdrawal minus discharge volume. In 2023, 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 decreased by just over 6% in 2023 leading to the reduced 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

☑ Dependencies

☑ Impacts

☑ 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)

483

(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

483

(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)

237

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:
☑ Lower

(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

17

(9.3.1.26) Discharges to third party destinations

221

(9.3.1.27) Total water consumption at this facility (megaliters)

246

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

☑ Much 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 decrease in vehicle production at Silao in 2023 compared with 2022 thereby causing a decreased efficiency with water usage (increased 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

☑ Dependencies

☑ Impacts

☑ 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)

114

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Lower

(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

114

(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)

30

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

☑ Lower

(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

14.5

(9.3.1.26) Discharges to third party destinations

15.1

(9.3.1.27) Total water consumption at this facility (megaliters)

84

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

☑ Higher

(9.3.1.29) Please explain

GM's Toluca facility continued efforts to restore lost efficiencies due to the chip shortage and short-term planning. We expect efficiencies to return to normal and improve in 2024. 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

☑ Dependencies

☑ Impacts

☑ 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)

199

(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

199

(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:

☑ Lower

(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)

199

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

☑ Much higher

(9.3.1.29) Please explain

GM's San Luis Potosi (SLP) vehicle complex in Mexico produces vehicles and powertrains and is an important, strategic, manufacturing asset. SLP plant had an increase in vehicle production in 2023 compared to 2022 and therefore, water consumption increased accordingly. Consumption is calculated using well water withdrawal minus discharge volume.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 total volume of water discharged. GM does not plan on implementing 3rd party verification of this data within the next two years.

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 total volume of water discharged. GM does not plan on implementing 3rd party verification of this data within the next two years.

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 total volume of water discharged. GM does not plan on implementing 3rd party verification of this data within the next two years.

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 total volume discharged. GM does not plan on implementing 3rd party verification of this data within the next two years. GM has several discharge permits in place which require reporting the volume of water discharged, which is completed via onsite calibrated flow meters.

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
[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)

157667000000

(9.5.2) Total water withdrawal efficiency

8895678.18

(9.5.3) Anticipated forward trend

We based the denominator on total automotive net sales and revenue. We currently expect withdrawal efficiency to increase with increased production based on early 2024 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

5

(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. In 2023, we updated our organizational boundaries in our water intensity reporting. Water data from our China JVs is not included in our globally reported data. 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: ☑ 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:* ☑ Yes	*100% compliance with all water discharges*
Water withdrawals	*Select from:* ☑ Yes	*Rich text input [must be under 1000 characters]*
Water, Sanitation, and Hygiene (WASH) services	*Select from:* ☑ Yes	*Compliance with human rights and public safety*
Other	*Select from:* ☑ No, and we do not plan to within the next two years	*GM does not have other water-related targets.*

[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

5.02

(9.15.2.10) Target status in reporting year

Select from:

☑ Underway

(9.15.2.11) % of target achieved relative to base year

35

(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 as well as China Joint Ventures.

(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 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

GM has reduced 2023 water intensity by 12% since 2010 with water efficiency projects, water reuse, and conservation activities. With aggressive 2035 targets GM has planned, through Water Treasure Hunts, conservation, and efficiency projects in future years, we are forecasting to meet our 2035 goal.
[Add row]

C10. Environmental performance - Plastics

(10.1) Do you have plastics-related targets, and if so what type?

(10.1.1) Targets in place

Select from:

☑ Yes

(10.1.2) Target type and metric

Plastic packaging

☑ Reduce the total weight of plastic packaging used and/or produced

(10.1.3) Please explain

Aiming to have 100% returnable, viably recyclable, reusable or compostable packaging by 2030. In addition, we have internal targets that help guide our strategy to help increase recycled content and reduce virgin content.
[Fixed row]

(10.2) Indicate whether your organization engages in the following activities.

Production/commercialization of plastic polymers (including plastic converters)

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

No comment

Production/commercialization of durable plastic goods and/or components (including mixed materials)

(10.2.1) Activity applies

Select from:
☑ Yes

(10.2.2) Comment

Some plastic products produced at GMCH facilities

Usage of durable plastics goods and/or components (including mixed materials)

(10.2.1) Activity applies

Select from:
☑ Yes

(10.2.2) Comment

Plastic components in vehicles

Production/commercialization of plastic packaging

(10.2.1) Activity applies

Select from:
☑ No

(10.2.2) Comment

No comment

Production/commercialization of goods/products packaged in plastics

(10.2.1) Activity applies

Select from:
☑ Yes

(10.2.2) Comment

Some amount produced by Customer Care and Aftersales (CCA) diversion for GM warehouses.

Provision/commercialization of services that use plastic packaging (e.g., food services)

(10.2.1) Activity applies

Select from:
☑ No

(10.2.2) Comment

No comment

Provision of waste management and/or water management services

(10.2.1) Activity applies

Select from:
☑ No

(10.2.2) Comment

No comment

Provision of financial products and/or services for plastics-related activities

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

No comment

Other activities not specified

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

No comment
[Fixed row]

(10.4) Provide the total weight of plastic durable goods and durable components produced, sold and/or used, and indicate the raw material content.

	Total weight during the reporting year (Metric tons)	Raw material content percentages available to report	Please explain
Durable goods and durable components sold	*0*	*Select all that apply* ☑ None	*GM does not currently track this value*
Durable goods and durable components used	*0*	*Select all that apply* ☑ None	*GM does not currently track this value*

[Fixed row]

(10.5) Provide the total weight of plastic packaging sold and/or used and indicate the raw material content.

	Total weight during the reporting year (Metric tons)	Raw material content percentages available to report	Please explain
Plastic packaging used	*0*	*Select all that apply* ☑ None	*GM does not currently track this value.*

[Fixed row]

(10.5.1) Indicate the circularity potential of the plastic packaging you sold and/or used.

	Percentages available to report for circularity potential	Please explain
Plastic packaging used	*Select all that apply*	*GM does not track this value*

	Percentages available to report for circularity potential	Please explain
	☑ None	

[Fixed row]

C11. Environmental performance - Biodiversity

(11.2) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

(11.2.1) Actions taken in the reporting period to progress your biodiversity-related commitments

Select from:

☑ Yes, we are taking actions to progress our biodiversity-related commitments

(11.2.2) Type of action taken to progress biodiversity- related commitments

Select all that apply

☑ Land/water protection

☑ Land/water management

☑ Species management

☑ Education & awareness

☑ Law & policy

[Fixed row]

(11.3) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
	Select from: ☑ Yes, we use indicators	*Select all that apply*

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
		☑ Other, please specify :GM uses the indicators within the wildlife certification process from the Wildlife Habitat Council. Some indicators are Scope/Area,Habitat Creation/Expansion, Management, Monitoring, number of participants, Species Management, and others.

[Fixed row]

(11.4) Does your organization have activities located in or near to areas important for biodiversity in the reporting year?

	Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity	Comment
Legally protected areas	*Select from:* ☑ Not assessed	*No comment*
UNESCO World Heritage sites	*Select from:* ☑ Not assessed	*No comment*
UNESCO Man and the Biosphere Reserves	*Select from:* ☑ Not assessed	*No comment*
Ramsar sites	*Select from:* ☑ Not assessed	*No comment*
Key Biodiversity Areas	*Select from:* ☑ Not assessed	*No comment*
Other areas important for biodiversity	*Select from:* ☑ Not assessed	*No comment*

[Fixed 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: ☑ 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

☑ 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

☑ Emissions reduction initiatives/activities

☑ Renewable Electricity/Steam/Heat/Cooling consumption

☑ Year on year change in absolute emissions (Scope 1 and 2)

☑ Electricity/Steam/Heat/Cooling generation
☑ Electricity/Steam/Heat/Cooling consumption

(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. Baseline 2018 emissions data was verified due to boundary changes. Limited level of assurance provided.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

RECs_EAC_2024_FY18_CDP_FY23_GHG_FY_23_Waste_and_Water_Statements.pdf

Row 2

(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)

RECs_EAC_2024_FY18_CDP_FY23_GHG_FY_23_Waste_and_Water_Statements.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

Vice President Sustainable Workplaces & 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