2022 Sustainability Advocacy Report
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Thank you for reading our 2022 Sustainability Advocacy Report regarding GM’s U.S. engagement on climate change matters. As a company on the leading edge of an ambitious transformation, responsible and constructive engagement with U.S. policymakers is key to achieving our vision of zero crashes, zero emissions, and zero congestion.

The Global Public Policy (GPP) team manages GM’s global engagement with legislative, regulatory, and policy stakeholders to advance company priorities. GPP leverages the expertise of the GM team, industry subject matter experts, coalitions, and industry trade associations to carefully consider public policy challenges and opportunities. From this, GPP develops informed public policy positions to effectively advocate for legislative and regulatory action that will support decarbonizing on-road transportation and the grid.

This report reflects our commitment to continuously improve and enhance transparency for our stakeholders. In the following pages, we discuss the company’s advocacy efforts across a range of sustainability issues, in the context of ambitious goals to address climate change and support the goals of the Paris Agreement. We look forward to continuing the conversation about the benefits of GM’s engagement strategy on public policy matters.

Craig B. Glidden
Executive Vice President, Public Policy,
General Counsel and Corporate Secretary
Executive Summary
General Motors Company (GM or the company) is on the path toward an all-electric, zero-emissions future. GM has approved Science Based Targets for scope 1, 2, & 3 emissions and plans to become carbon neutral in global products and operations by 2040.

We are transforming our portfolio, converting our factories, and have invested nearly $110 billion in the U.S. since 2011 as part of a strategy that puts a premium on access and affordability. The mass adoption of battery electric vehicles (BEV) is a national priority and GM is planning to reach more than 1 million units of BEV capacity in North America by 2025.

GM is well-positioned to design, engineer, and manufacture BEVs for a broad array of customers at many price points, and we appreciate competitive advantages in autonomy, battery technology, fabrication, software-defined vehicles, and compelling customer experiences. In addition, GM advocates for electricity rate design and electricity market mechanisms that support grid decarbonization. GM is committed to sourcing 100% renewable electricity by 2025 in the U.S. and globally by 2035, with an approved RE100 goal in support of scope 2 emission reductions.
In pursuit of decarbonizing on-road transportation, and in addition to investing $35 billion from 2020 to 2025 in EVs and AVs while maintaining high-quality, good-paying jobs, GM:¹

Advocates/advocated for

- proposals that enhance U.S. Innovation and the resiliency of North American supply chains
- state rebates and tax incentives for new and used light- and heavy-duty BEV purchase and lease
- the climate provisions included in the Inflation Reduction Act of 2022 such as the consumer purchase incentives for new and used light-duty EVs and commercial EV incentives, support for EV supply chain and manufacturing such as the advanced energy project investment tax credits, production tax credits to invest in critical minerals processing, batteries, solar and wind, the advanced technology manufacturing grant program, tax credits for EV charger investments, and support for greening the federal fleets
- Level 3 DC Fast Charge charging stations along federally designated alternative fuel corridors, as created by the passage of the 2021 Bipartisan Infrastructure Law with the National Electric Vehicle Infrastructure (NEVI) program
- expanding access to charging stations within rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces, as created by the passage of the Bipartisan Infrastructure Law with the Discretionary Grant Program for Charging and Fueling Infrastructure

Promotes

- consumer acceptance of BEVs, to stimulate the rapid uptake of BEVs
- grid decarbonization that adds renewable energy to the grid while reducing local emissions

Plans to

- achieve sales of 40-50% of annual U.S. volumes of BEVs by 2030 in order to move the nation closer to a zero-emissions future consistent with the Paris Agreement
- eliminate all tailpipe emissions from new light-duty vehicles in the U.S. by 2035
- produce fuel cell technology to eliminate tailpipe emissions from heavy duty transportation applications and electricity generation

Stood

- alongside other companies, governments, and civil society organizations at COP26 and committed to accelerating the transition to 100% zero-emission cars and vans by 2035 in leading markets and by 2040 globally

¹ Key 2022 GM announcements supporting GM’s investments and actions to deliver on an all-electric vehicle future are highlighted in Appendix A.
Our efforts to decarbonize on-road transportation are guided by GM’s business objectives and policy commitments, including climate stewardship, and will be an essential part of helping the United States and other countries achieve their Paris Climate Agreement commitments.²

We are working closely with governments worldwide to implement complementary policies to bolster consumer education and incentives, infrastructure, manufacturing, low-carbon electricity, and research and development investments that are critical to the success of our all-electric vision and carbon-neutral goals. It is important that governments update legacy regulations, like the Corporate Average Fuel Economy standards in the United States, to reflect the rapidly changing transportation and mobility landscape. Properly designed standards will allow the entire global industry to accelerate the pace of innovation and better prepare for an all-electric future.

To accomplish these advocacy objectives, GM is committed to working globally with a broad set of key partners, industry associations, coalitions, and policymakers at the national, state/provincial, and local levels. The GM team is guided by our purpose to pioneer the innovations that move and connect people to what matters. In the interest of transparency and ensuring alignment of our engagement strategy with our sustainability goals, this report summarizes key information about GM’s engagement with governments on sustainability issues, in partnership with key external organizations across the United States.

² Additional information about the Paris Climate Agreement can be found in Appendix B.
GM’s Approach to Addressing Climate Change
GM believes there is both an economic opportunity and a social imperative to reduce carbon emissions. Addressing climate change over the long run requires effective policy approaches that are simple, broadly applied, and that incentivize market participants to respond in ways that achieve carbon emissions reductions while minimizing adverse societal impacts.

GM pursues and advocates for policy actions that enable the evolution of the transportation sector by supporting vehicle electrification and grid decarbonization, along with sourcing renewable energy for our own operations. These actions encompass a wide range of areas that include strengthening supply chains, incentivizing technology development, addressing infrastructure, educating consumers on the benefits of vehicle electrification, and incentivizing BEV purchase, especially among low-income families and communities.

It is critical that emissions regulations and grid transformation are matched to appropriate complementary policies that accelerate BEV adoption so the auto industry can do its part in leading the global response to climate change. We believe in transformative levels of federal investment in public and private partnerships to build infrastructure—including vehicle chargers and the grid—to prepare for an electrified future.

Policy signals and levers that support future electrification will help create jobs, encourage innovation, and make BEVs more affordable for customers in all markets.

GM’s GPP team will continue to collaborate with like-minded private sector stakeholders toward predictable, consistent, and economy-wide market-based approaches to address climate change. To that end, we continue to believe that placing an economy-wide value on carbon is an important market-based approach. GM also recognizes that other market-based policies, such as low carbon fuel standards, can achieve emissions reductions in the transportation sector.

We continue to advocate for policies to help the U.S. move faster toward an all-electric, zero-emissions future.
Priorities and Principles
Climate change does not impact every community equally. As we move to an all-electric, zero-emissions future, it is on us to lead positive change and implement inclusive solutions that bring everyone along, including our employees and the communities in which they live and work. In 2021, GM announced our Equitable Climate Action initiative to ensure that our transition to an all-electric, carbon-neutral future is an inclusive one for our current and future workforce, customers, and communities that may be more likely to disproportionately experience the effects of climate change. This initiative is rooted in four key areas: the future of work, EV access, infrastructure equity, and climate equity.
Future of Work

The company reinforces the prioritization of its current salaried and represented workforce, including reiterating its long history of supporting labor unions which help to promote safety, quality, training, and jobs for American workers. We are, and always have been, supportive of the process that allows people to determine their own representation status, which is a matter of personal choice. Current and future employees will have a role to play in GM’s transition to an EV portfolio, and we will invest in necessary training and reskilling to make that transition come to fruition.

EV Access

The company will offer a wide selection of BEVs across a range of price points, from the Chevrolet Bolt EV & EUV, Equinox EV, Blazer EV, and Silverado EV, to the Cadillac LYRIQ, GMC HUMMER EV, BrightDrop EV600, and Cruise Origin, with many more models coming. GM also recently announced programs leveraging its HYDROTEC fuel cells for rail and aircraft applications, which could help pave the way for communities to experience the benefits of zero-emissions mobility beyond the personal vehicle. In addition, GM will build two EVs for Honda using our Ultium technology—one SUV for the Honda brand, and one for the Acura brand.

Infrastructure Availability

GM is committed to building charging solutions that can help customers charge at home, at work, and on the road. The company also understands the need to help address charging deserts and other obstacles to EV ownership. Broad access to charging is critical, and achieving this goal requires private and public sector collaboration.

For example, in July 2022, to accelerate the widespread adoption of EVs, increase access to charging, and help enable long-distance electric travel of people and vehicles across the U.S., GM and Pilot Company (Pilot and Flying J) announced a collaboration on a national DC fast charging network that will be installed, operated, and maintained by EVgo through their eXtend offering. This project demonstrates how private entities can come together to build out the nation’s charging infrastructure, particularly along American highways, connecting urban and rural communities, the East and West coasts, and different metropolitan areas. This collaboration is targeting the installation of charging stalls at 50-mile intervals across the United States. For GM, this development is one more step of its nearly $750 million investment in EV charging infrastructure.
Climate Equity

GM collaborates with organizations that are working to close the climate equity gap at the community level and across the four key areas described above. We doubled our commitment to the Climate Equity Fund in 2021 and plan to give $50 million to nonprofits that are helping to close equity gaps in the transition to electric vehicles and other sustainable technologies.

Current grants include:

- **Valley CAN** – ZEV maintenance training program in California

- **FORTH Mobility** – Community EV rideshare program in underserved communities in St. Louis

- **GRID Alternatives** – New/used EV and infrastructure incentives for low-income residents in California/Colorado

- **RMI** – Rideshare study for underserved/BIPOC communities to showcase charging deserts and the impact they have on rideshare services in these communities, also developing a permitting app for cities to approve infrastructure proposals more easily and quickly

- **Elevate Energy** – Non-profit partner for the city of Detroit to build the city’s first “Resilience Hub” on the eastside through a capacity-building grant to Detroiters Working for Environmental Justice

- **Clean Energy Buyers Institute Beyond the Megawatt (BTM) Initiative** – Leverages the influential demand of large energy customers through procurement of clean energy, contributing to carbon-free energy systems that are resilient, equitable, and environmentally sustainable
GM’s equitable climate action framework works to ensure that the future of transportation can help address social inequality and disparities and is guided by five principles:

1. Make mobility safer, more accessible, and more environmentally friendly for all.

2. Incorporate and normalize equity considerations across our business operations and program implementation efforts, including workforce strategy, sustainability efforts, and products and services.

3. Work with community-based stakeholders to identify their unique needs, assets, and priorities as well as collaboratively assist impacted communities.

4. Advocate for inclusive and equitable climate change, renewable energy, and transportation-related policies at U.S. federal, state, and local levels to help ensure a sustainable mobility future for all.

5. Help fund community-based organizations that are providing equitable access to a more sustainable future.

As GM participates in diverse coalitions and industry groups, we will work to gain alignment with our values and these principles. We recognize that other members of trade associations and coalitions may have views that differ from our own. We will strive for alignment or consensus, and where we identify misalignment, GM works to mitigate the misalignment from within the organization, or, where necessary, we will independently advocate for our divergent position.
Federal and State Action
The following are recent examples of GM’s independent actions to advance our climate policy agenda, including advocacy to support all-electric vehicles:

**Action at a Federal Level**

- In September 2022, GM and Environmental Defense Fund announced a set of recommendations that seek to accelerate a zero-emissions, all-electric future for passenger vehicles in model year 2027 and beyond. (reference)

- GM sent a letter to the U.S. Environmental Protection Agency’s (EPA) Administrator outlining our support for regulations aligned with California's near-term emissions goals, through 2026. (reference)

- GM was instrumental in convening the Alliance for Automotive Innovation (AAI, Auto Innovators) and its members to join litigation in support of the EPA’s historically stringent greenhouse gas regulations for model year 2023-26 light-duty vehicles.

- GM submitted comments supporting the environmental benefits of the EPA’s historically stringent proposed Greenhouse Gases (GHG) program for the 2023 to 2026 model years and re-stated our strong belief that those benefits can and should be achieved through high-volume BEV sales that will set the industry on a stronger trajectory to greater GHG reductions in model years 2027 and later. (reference)

- In August 2021, GM’s Chair and Chief Executive Officer (CEO) Mary Barra endorsed and joined in U.S. President Biden’s announcement when he made public his administration’s Executive Order 14037 aimed at making half of all new vehicles sold in 2030 zero emissions. (reference)

- GM advocated for the EV provisions within the Inflation Reduction Act (IRA) of 2022 and the Infrastructure Investment and Jobs Act (IIJA) of 2021 passed by the U.S. Congress in 2021-22, as we believe it puts the United States on the path toward onshoring our supply chain, strengthening the economy, and advancing innovation.

- GM advocated for the passage of the CHIPS and Science Act of 2022 and believes it is an important step to ensure that the U.S. is positioned to maintain and enhance its place as the leader in automotive innovation.

- GM advocates for BEV charging infrastructure that accelerates the adoption of BEVs and helps to establish the United States as a global leader in electrification today and into the future.

- GM advocates for the U.S. EPA to create a Federal EV task force to develop an “all of government” approach for policies necessary to enable an all-electric future, including battery cell cost reductions, consumer incentives and education, EV charging infrastructure, battery research, and EV raw material supply chain security.

- GM submitted comments to numerous federal agencies considering trade and national security policies, highlighting EV supply chain challenges and opportunities, including, for example, semiconductor and critical mineral challenges to be considered by the U.S.-E.U. Trade and Technology Council.

- GM advocates for a Nationwide Low Carbon Fuel Standard Program—a market-based approach to decarbonizing transportation and incentivizing EVs. GM also advocates for Low Carbon Fuels Standards at the state level.
Action at a State Level

California
- GM recognizes California’s authority to set vehicle emission standards under section 209 of the Clean Air Act and is committed to emissions reductions that are aligned with the California Air Resources Board’s targets and is committed to complying with California’s regulations. (reference)
- GM contributed to the California Public Utility Commission’s Vehicle-Grid Integration Communications Protocol Working Group, developing policies that support vehicle-grid integration (VGI). VGI helps align electric vehicle charging with the needs of the electric grid.
- GM joined CalStart’s “North American EV and Battery Alliance” to implement policies supporting the development of EV/battery manufacturing and domestic supply chains, including critical minerals.
- GM leads and contributes to various EV education campaigns, including an EV incentive awareness campaign by Veloz—a California-based nonprofit organization led by key companies, agencies, and nonprofits.

Michigan
- GM works closely with the Michigan Council for Future Mobility and Electrification, a 17-member Council within the Department of Transportation created in 2016 to provide the governor and state legislature with annual recommendations regarding changes to state policies to enable Michigan to be the world leader in automated, driverless, and connected vehicle technology.

Ohio
- In May 2022, GM sent a letter in support of Ohio Senate Bill 307 and the proposal to spur the demand for and the supply of all-electric vehicles. We are pleased that the Ohio Senate Energy and Public Utilities Committee recognizes the importance of complementary policies that address the primary adoption barriers: access to vehicle charging and vehicle cost.

Maryland
- In March 2022, GM sent two letters in support of Maryland House Bill 1391, Clean Cars Act of 2022, and the proposal to extend an excise tax credit for the prospective purchase of all-electric, zero-tailpipe-emission vehicles. (reference 1) (reference 2)

Texas
- In December 2021, GM filed comments on Texas/ERCOT’s wholesale market design based on the impacts of Winter Storm Uri. GM advocated for a balanced approach that includes continued support for renewable power generation.
The Inflation Reduction Act (IRA) of 2022
While we are prepared for any policy environment, we strongly support provisions that will allow the transition to accelerate so we can go bigger, move faster, and be globally competitive. GM’s mission transcends generations and administrations. New technologies take time to scale and reduce costs, and EVs are no different, but we are determined to ensure that the U.S. auto industry leads the way. GM was the first original equipment manufacturer (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. (reference)"

GM welcomes the new clean energy tax credits—in particular, the consumer BEV purchase incentives for new, used, and commercial BEVs, the production tax credits to support domestic critical mineral processing and BEV battery production as well as grants to support transition of auto manufacturing facilities to BEV production.

The new clean energy tax credits will support continued investments associated in our BEV transformation. In addition, the credits will enable us to strategically increase our footprint domestically and with free-trade agreement partners. In turn, this creates jobs, accelerates scale and BEV adoption, and allows us to more quickly deliver affordable BEVs and infrastructure to support their enjoyment.
Political Contributions: The GM Political Action Committee (GM PAC)
GM maintains a political action committee in the U.S., GM PAC, that is funded by voluntary contributions from eligible employees. GM’s political contribution strategy is guided by our Code of Conduct which values transparency and accountability and is critical to accomplishing our legislative agenda, including the passage of sustainability-related measures that will allow us to meet our science-based climate goals. GM publishes annual voluntary reports of political contributions (reference), policy priorities and trade association memberships (reference). In addition, GM submits publicly available U.S. Lobbying Disclosure Act reports which disclose GM’s lobbying expenditures, describe the legislative issues on which we have lobbied, and identify the individuals who lobbied on behalf of GM. GM also fulfills similar state-level reporting obligations.³

In 2021, the GM PAC Board strengthened political contributions governance by enhancing how we evaluate a candidate’s alignment with company values. We also expanded the review of contributions requests across a broader set of internal stakeholders. GM company values are considered when making contribution decisions and GM PAC will not support candidates who patently and persistently contravene them.

Our enhanced governance measures ensure our PAC contribution strategy is informed by due diligence and aligns with our values and company goals and strengthens our management of risk.

³ Voluntary report includes links to lobbying disclosures and PAC filings.
Partnerships and Coalitions*

* Please note this is a curated list of examples of industry associations and business memberships that actively engage on climate policy.

Public policy trends and developments can significantly affect GM’s product strategies, capital investments, operations, employees, and shareholder value. GM is a member of several associations representing the automotive industry, specifically, and the business community at large. These memberships help us gain perspective on public policy issues that impact our company, our shareholders, our customers, and our employees. As an active participant, GM can help develop association positions in a manner that aligns with the company’s interests.

GM does not agree with all the positions of every industry, trade, or policy organization in which it participates. However, through participation and active engagement with these organizations, GM seeks to influence their positions, including those related to climate, in a manner that aligns with GM’s interests and policy goals.
**Industry Leaders**

GM interacts with automotive industry leaders through formal engagement in the Alliance for Automotive Innovation (AAI, Auto Innovators), American Automotive Policy Council, Electric Drive Transportation Association, the Truck and Engine Manufacturers Association, Veloz, SAFE, and Electrification Coalition. GM also partners with aligned organizations and companies in key sectors, such as charging companies and utilities.

**Nonprofit Advocacy**

GM contributes to nonprofit coalitions with specific policy goals (e.g., infrastructure work through Build Together, federal battery investment work through CALSTART’s EV Battery Leadership Initiative). Additionally, GM builds relationships with nonprofit environmental advocates. For example, GM worked with the Environmental Defense Fund (EDF) to both support electric vehicle provisions in the IIJA and IRA of 2022 and to develop our national EV vision, and we have begun to engage with NGOs that have valuable insights into environmental justice, diversity, and inclusion to help GM learn and shape policies that are inclusive.

**Researchers**

GM works closely with state agencies, think tanks, research organizations, and consultants on infrastructure needs analyses (e.g., National Renewable Energy Laboratory (NREL), Atlas Public Policy, and the International Council on Clean Transportation (ICCT) that inform planning and framework development.

**Coalitions and Associations**

GM participates in coalitions and associations that benefit the company and industry and help GM influence others towards effective climate change policies. GM holds memberships in industry, trade, and business associations representing the automotive industry and the business community. Engaging with other stakeholders helps us gain perspective and views on public policy issues that impact our company and communities. Additionally, participating in a broad array of groups expands the company’s ability to build coalitions in support of its policy positions.

**Public Utilities**

Utility engagement is essential for infrastructure deployment, electricity rate design, and vehicle-grid integration. GM works with several external partners and coalitions to educate stakeholders, shape utility proposals, and secure approval for utility programs. We also coordinate with the Alliance for Transportation Electrification, Vehicle-Grid Integration Council, and leading utilities and charging companies such as Edison Electric Institute.

GM also values ad hoc partnerships on specific proposals as well as working with environmental organizations (e.g., National Resource Defense Council (NRDC), Sierra Club), charging companies, and labor groups (e.g., Coalition of California Utility Employees). One recent example of this partnership was our joint submission, along with the NRDC, Sierra Club, and others, to California’s Public Utilities Commission related to San Diego Gas and Electric's Power Your Drive program.
Select Industry Associations and Memberships Engaged on Climate Policy⁴

⁴ The full text list of select coalitions engaged on climate policy can be found in Appendix C.
As part of our responsible participation in these memberships, GM regularly assesses 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.

The following pages are a summary of GM’s review of the top associations of which GM is a member and their current positioning as it relates to climate policy and environmental stewardship.
The Alliance for Automotive Innovation (AAI, Auto Innovators) is an industry association for automotive manufacturers and suppliers operating in the U.S. AAI works with policymakers to support cleaner, safer, and smarter personal transportation that helps transform the U.S. economy and sustain American ingenuity and freedom of movement.

### AAI Position on Inflation Reduction Act

“Automakers are committed to the electric future and the production of groundbreaking EVs...This is a massive undertaking and government has a role to play when it comes to establishing the right conditions for global leadership and success. The manufacturing tax credits and grant funding will help accelerate the domestic industrial base conversion currently underway...For a transformation like this to succeed, many supportive policies beyond the auto industry’s control must be in place: new supply chains that incorporate national security allies, usable manufacturing, and consumer tax incentives, expedited permitting for critical mineral mining and related processing, and ubiquitous charging infrastructure across the country.” (reference)

### AAI Position on Climate Change and Environmental Stewardship

AAI is aligned with the Paris Agreement as it relates to the auto sector.

1. “The auto industry is working toward a net-zero carbon transportation future and will invest $515 billion in electrification by 2030.” (reference)

2. “Auto manufacturers are committed to a net-zero carbon transportation future,” AAI President and CEO John Bozzella said in a statement. (reference)

3. “The U.S. auto industry is aligned with the Biden administration’s goals to achieve net-zero carbon transportation and an accelerated shift to electric-drive vehicles...” (reference)

AAI advocates for stringent GHG and fuel economy standards. With the right complementary policies in place, AAI believes that the auto industry is poised to accept the challenge of driving EV purchases to between 40 and 50% of new vehicle sales by the end of the decade.

### Alignment

GM shares AAI’s goal of a net-zero carbon transportation future. GM held the Chairmanship position during AAI’s first year and helped guide AAI’s positioning on what is needed to achieve this goal with a focus on the needed complementary policies and consumer education. (reference) AAI continues to work with stakeholders and NGOs in a manner consistent with this goal and a focus on a net-zero carbon future.

GM and AAI are not fully aligned on the policy merits of the IRA. GM engaged with AAI about the economic advantages and climate benefits of the incentives provided by the clean energy provisions, namely the on-shoring and ally-shoring of the BEV supply chain.
Partnerships and Coalitions

Areas where GM has led by example to effect change

AAI encompasses a diverse member base, and GM is ahead of some member companies as it relates to transitioning to all-electric vehicles. GM’s focus is on a portfolio of pure battery electric vehicles and the charging network to support them, while some members of the Alliance are transitioning via numerous intermediate technologies, such as hybrids and plug-in hybrids, which rely on internal combustion engines.

- GM’s leadership within AAI includes work to amplify our plan to eliminate all 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 and working with all stakeholders to build out the necessary charging infrastructure and promote consumer acceptance while maintaining high-quality jobs, which will be needed to meet these ambitious goals.

- GM provides the industry 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 EV & Battery Lifecycle Workgroup.

- GM expressed its support for California’s emission goals through 2026 via a GM-only letter to EPA Administrator Regan that clearly expressed GM’s support of CA’s emissions goals through 2026 for the current rulemaking process. The following is an excerpt:

  » “GM supports the emission reduction goals of California through MY26 and believes that the same environmental benefits can and should be achieved through a high-volume electric vehicle pathway that will set the industry on a stronger trajectory to greater GHG reductions in MY2027 and later.”
American Automotive Policy Council (AAPC)

Comprised of U.S.-based automakers Ford, GM, and Stellantis, the American Automotive Policy Council (AAPC) focuses on environmental stewardship, innovation, international trade, safety technology, supply chains, and global regulatory harmonization. AAPC has not taken a public position on the Paris Agreement because it is outside of the scope of AAPC's agreed scope of advocacy efforts. However, all three AAPC member companies do support the Paris goals.

| **AAPC Position on Climate Change and Environmental Stewardship** | AAPC is encouraged by the Biden administration’s goals to boost the U.S. domestic PHEV/BEV market. However, AAPC believes that success can only be assured through a comprehensive public-private partnership aimed at a net zero-emissions future. Not only is it important to commit to that long-term goal, but also to take steps in the near-term that accelerate the U.S. auto sector transition towards that future. |
| **Alignment** | Because international trade is within the scope of AAPC’s efforts, AAPC’s policy priority is to advance regulatory harmonization. GM has always been a proponent of harmonizing standards, where possible, to enable the export of U.S. products that meet strict U.S. standards on emissions and safety to global markets. |
| **Areas where GM has led by example to effect change** | GM actively supported and funded AAPC’s efforts to study and 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. |
**Business Roundtable (BRT)**

Business Roundtable (BRT) is an association of CEOs of America’s leading companies working to promote a thriving U.S. economy and expand opportunity for all Americans through sound public policy. GM’s Chair and CEO Mary Barra is the Chair of the Roundtable. Barra began a two-year term on January 1, 2022.

“Climate change is real, and we must act. Meeting the scope of this challenge will require collective global action—business and government. The Business Roundtable goals are ambitious but achievable, and we encourage business leaders across industries to do their part.”

—Mary Barra, Chairman & CEO, General Motors Company (reference)

| **BRT Position on Inflation Reduction Act** | According to Joshua Bolten, Business Roundtable CEO, “The U.S. economy has faced two consecutive quarters of declining GDP and remains at risk of a protracted economic decline. Imposing more than $300 billion in tax increases during a downturn is the wrong policy at the wrong time. Business Roundtable opposes the ‘Inflation Reduction Act,’ which, among other things, includes tax provisions that would undermine American economic growth and competitiveness...Our members are leaders in reducing greenhouse gas emissions and adapting to a changing climate. We continue to believe that congressional action on energy and climate change is critical to spurring additional investments in new technologies and enabling the United States to lead the global transition to a greener economy.” (reference) |
| **BRT Position on Climate Change and Environmental Stewardship** | BRT is unambiguously aligned with the Paris Agreement. Business Roundtable believes that to avoid the worst impacts of climate change, the world must work together to limit global temperature rise this century to well below 2 degrees Celsius above pre-industrial levels, consistent with the Paris Agreement. (reference) Business Roundtable CEOs believe market-based solutions are the best approach to combating climate change. Business Roundtable CEOs are calling for a well-designed market-based mechanism and other supporting policies to provide certainty and unleash innovation to lift America toward a cleaner, brighter future. (reference) |
| **Alignment** | GM and the BRT are aligned on numerous climate policy positions and advocate for solutions that address climate change through multiple pathways. These include, for example, market-based strategies and encouraging the importance of placing a value on carbon, investing in advanced technologies that eliminate carbon emissions, and driving energy efficiency economy-wide. GM and the BRT members expressed this alignment in September 2020 through the release of a report focused on pathways to address climate change. |
| **Areas where GM has led by example to effect change** | BRT encompasses a diverse member base and GM is ahead of some member companies as it relates to transitioning to net zero. BRT’s positions on climate including cap and trade policies have been evolving in recent years, and in 2021 they issued a new principles document: Addressing Climate Change. GM has determined it can best influence BRT by continuing to participate as an active member and leader both of BRT and in the transition to zero emissions. While GM supported the passage of the IRA, the BRT opposed it due to a majority of BRT members who opposed the corporate tax increases that were contained in the bill. GM worked with the BRT on positive language regarding the climate provisions to include in its position of the Inflation Reduction Act. |
The Clean Energy Buyers Association (CEBA) is a membership association for energy customers seeking to procure clean energy across the United States. Today, its membership of over 300 includes stakeholders from across the commercial and industrial sectors, non-profit organizations, as well as energy providers, and service providers. GM’s Senior Global Energy Strategy Manager is a Board Member and Vice-Chair of CEBA.

### CEBA Position on Inflation Reduction Act

Investments in the Inflation Reduction Act (IRA) will create jobs, reduce energy costs, provide market stability to mobilize the deployment of capital for clean energy, and catalyze next-generation technology, manufacturing, and innovation. Collectively, the bipartisan IIJA and the CHIPS Act (Creating Helpful Incentives to Produce Semiconductors for America Act), together with the IRA, are poised to advance affordable, reliable, and clean energy for all Americans. ([reference](#)).

### CEBA Position on Climate Change and Environmental Stewardship

According to Miranda Ballentine, CEO of CEBA, “This is the decisive decade for climate action and especially for decarbonization of the power sector. To achieve a net-zero economy worldwide by 2050, the United States must lead. And the power sector must accelerate toward a 2030 timeline as electrification of other industries will be driving up power use.” ([reference](#)).

CEBA aspires to achieve a 90% carbon-free U.S. electricity system by 2030 and to cultivate a global community of energy customers driving clean energy. CEBA’s overarching theory of change is that clean energy customers have a critical role to play in positively influencing energy providers and policymakers and have proven their capability by driving the evolution of the energy market for the last decade. CEBA and the Clean Energy Buyers Institute aim to achieve their bold ambition through three key transformations:

1. Unlock markets for energy customers to use demand and market influence to accelerate electricity decarbonization
2. Catalyze communities of customers to more rapidly deploy and achieve more than they could on their own
3. Decarbonize the grid for all, including those who cannot/will not participate in markets

These transformations are made possible by accelerating and growing clean energy transactions, solving the toughest market barriers, and activating our communities to be greater than the sum of our parts.

### Alignment

GM and the CEBA are aligned on working towards a carbon-free U.S. electricity system this decade. GM is a founding member of the organization and serves as a member of the executive board.
The Electric Drive Transportation Association (EDTA) is a trade association that includes the entire electric drive value chain, including vehicle, battery, and component manufacturers; electricity providers; and smart grid and infrastructure developers.

Through policy advocacy, industry, and consumer outreach, EDTA works to advance electrification and economic growth, energy security, and environmental sustainability.

**EDTA Position on Inflation Reduction Act**

“The Inflation Reduction Act is a historic step in addressing climate change. The Electric Drive Transportation Association is encouraged by its investments in the electric vehicle supply chain, manufacturing, and support for building out charging infrastructure, which will help build U.S. leadership in e-mobility.” (reference)

**EDTA Position on Climate Change and Environmental Stewardship**

While EDTA does not have a formal position on the Paris Agreement, the association’s climate change and environmental stewardship policy positions are:

- Achieving net-zero emissions transportation for all Americans is a critically important goal that requires a comprehensive effort across multiple sectors of the economy.
- U.S. leadership in this effort to electrify transportation will secure our economic future while driving innovation that reduces emissions, creates jobs, and boosts investment opportunities in our communities and across all segments of the economy.
- To secure American leadership, the U.S. should implement an aggressive five-year plan that catalyzes growth with significant, long-term investments in market expansion, and accelerates technology development and deployment for cross-sector adoption of e-mobility.

On December 21, 2020, EDTA released EV Leadership: A 5-Year Policy Plan, identifying policies that can be implemented in the next five years to secure U.S. leadership in electrification.

- Scale the passenger vehicle market.
- Accelerate commercial fleet adoption.
- Expand infrastructure to support local, regional, and interstate charging and refueling options.
- Build a 21st-century power grid to deliver an electrified transportation sector; and
- Advance next-generation technology and the supply chain through research, development, and deployment.

**Alignment**

EDTA and GM are aligned on eliminating all tailpipe emissions from new light-duty vehicles in the U.S. by 2035, working with stakeholders to enable sufficient EV charging infrastructure, and promoting consumer acceptance while maintaining high-quality jobs. EDTA has been a consistent voice in advocating for the needed complementary policies for EVs such as consumer incentives, infrastructure incentives, and consumer education.

**Areas where GM has led by example to effect change**

GM diverges from EDTA members in that GM is transitioning to full-function battery electric vehicles and thus, GM supports policies focused on pure battery electric vehicles rather than passsthrough technologies such as hybrids or plug-in hybrids that some EDTA members support.
The work of the National Association of Manufacturers (NAM) is centered around four values: free enterprise, competitiveness, individual liberty, and equal opportunity. Representing 14,000 member companies—from small businesses to global leaders—in every industrial sector, NAM is an advocate for manufacturers across the country, including GM.

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<thead>
<tr>
<th>NAM Position on Inflation Reduction Act</th>
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<td>“The NAM remains staunchly opposed to the IRA. It increases taxes on manufacturers in America, undermining our competitiveness while we are facing harsh economic headwinds such as supply chain disruptions and the highest rate of inflation in decades. Any desirable elements of this bill can and should be pursued as standalone legislation. As a whole, the bill simply does not position our industry or our country for future growth or global economic leadership and competitiveness, so we urge all lawmakers to stand with us and reject it.” (reference)</td>
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<tr>
<th>NAM Position on Climate Change and Environmental Stewardship</th>
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<tr>
<td>NAM supports the Paris Agreement. In a 2021 publication titled The Promise Ahead: Manufacturers Taking Action on Climate, NAM highlighted, “The purpose of a climate treaty is to keep post-industrial warming of the planet to ‘well below 2 degrees and approaching 1.5 degrees.’” (reference)</td>
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The association’s climate policy maintains three core principles:

1. **One unified policy**: Instead of the patchwork of federal, state, and local climate change regulations that manufacturers currently face, the industry needs a clear federal policy that offers predictability, consistency, and certainty while meeting science-based targets. Businesses should be able to plan for the future—and shouldn’t have to worry that the policies of today will be different tomorrow.

2. **A level playing field**: Any national policy to address emissions should be economy-wide and apply to all emitters. Congress should develop plans that don’t unduly burden one sector over another, and manufacturers shouldn’t be expected to shoulder the already-high cost of new regulations alone.

3. **Consumer choice and competitiveness**: This policy approach shouldn’t automatically involve a mandated phasing out of any manufactured product. Instead, policymakers should lead with the tools and strategies manufacturers need to improve products, preserve consumer choice, and support the innovation that manufacturing provides.

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<th>Alignment</th>
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<td>NAM has a diverse membership base and GM has determined it can best influence NAM by continuing to participate as an active member and leader in the economy-wide transition to zero emissions.</td>
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GM and NAM are not fully aligned on the policy merits of the IRA. GM repeatedly engaged with NAM about the many advantages of the beneficial economic incentives provided by the clean energy provisions, namely the on-shoring and ally-shoring of the BEV supply chain.
Truck And Engine Manufacturers Association (EMA)

The Truck and Engine Manufacturers Association (EMA) represents worldwide manufacturers of internal combustion engines and on-highway medium- and heavy-duty trucks. EMA works with government and industry to help the nation achieve its goals of cleaner air and safer highways and to ensure that environmental and safety standards and regulations are technologically feasible, cost-effective, and provide safety and environmental benefits.

### EMA Position on Climate Change and Environmental Stewardship

EMA does not have a formal position on the Paris Agreement. On fuel efficiency, EMA’s position is that better fuel efficiency is a key customer demand in the commercial vehicle sector, and EMA members continuously work to introduce better and more efficient technologies and systems into the marketplace. Because improved efficiency also results in lower greenhouse gas emissions, EMA members’ efforts to improve fuel efficiency for its customers in the United States align well with the overall goals of fighting climate change.

### Alignment

GM is aligned with EMA on both electrification as well as the complementary policies needed to facilitate the industry’s transition. For example, in April 2022, GM helped shape EMA’s response letter to 19 environmental and equity organizations:

> “...we [EMA] share the same policy goals to help address the climate crisis, reduce harmful emissions, and better protect disadvantaged communities, including communities of color and low-income neighborhoods, which historically have suffered from high levels of air pollution. EMA and its members are working to achieve those goals...We have been very vocal in our commitment to a ZEV commercial vehicle future.”

GM continues to advocate within the organization and independently on issues related to the Paris Agreement.

### Areas where GM has led by example to effect change

GM’s engagement with EMA has made plain our plan to eliminate all tailpipe emissions from new light-duty vehicles in the U.S. by 2035 and we have and will continue to work with EMA to engage with policymakers to advance the regulatory and legislative framework needed to enable zero-emissions transportation. In February 2022, GM opted out of EMA litigation and is not involved with the EMA lawsuit to delay the implementation of the California Heavy-Duty Omnibus clean truck regulation. GM advocates for emission standards and complementary policies that will help accelerate the transition to zero-emissions vehicles and reduce air pollution. ([reference](#))

Responding to GM’s motion to articulate its vision more clearly for the future of transportation, EMA’s Executive Committee voted to approve an updated purpose statement in June 2022. The updated statement now reflects the progress of the industry to offer zero-emission powertrains.

On August 11, 2022, EMA withdrew its lawsuit against the California Air Resources Board (CARB). The lawsuit was intended to confirm that CARB is required to provide manufacturers with at least four model years of lead time before implementing new heavy-duty emission standards. ([reference](#))
The U.S. Chamber of Commerce (The Chamber) is the world’s largest business organization representing companies of all sizes across every sector of the economy. It advocates for a broad range of business policies that help businesses create jobs and grow our economy.

The Chamber Position on Inflation Reduction Act

“Although some harmful provisions included in prior versions of this bill have been eliminated, the legislation would still impose significant new tax increases and unprecedented government price controls that would deter investment, inhibit innovation, and undermine economic growth...While it is worth noting that there are parts of the bill that would advance progress on climate and energy security, the benefits of these provisions do not outweigh the negative impacts of the provisions discussed above. We urge you to support American businesses in their efforts to invest, create jobs, conduct research and development, and innovate.” (reference)

The Chamber Position on Climate Change and Environmental Stewardship

The Chamber focuses on areas of common ground to address climate change with policies that are practical, flexible, predictable, and durable. The Chamber supported the Biden administration’s decision to rejoin the Paris Climate Agreement and was an official observer to the UN Conference of the party’s climate negotiations in Scotland. (reference)

The Chamber believes in a policy approach that acknowledges the costs of action and inaction and the competitiveness of the U.S. economy. The Chamber’s climate policy principles are to:

- Support a market-based approach to accelerate GHG emissions reductions across the U.S. economy
- Leverage the power of business
- Maintain U.S. leadership in climate science
- Embrace technology and innovation
- Aggressively pursue greater energy efficiency
- Promote climate-resilient infrastructure
- Support trade in U.S. technologies and products
- Encourage international cooperation

Alignment

The Chamber has progressed on its climate change position. This includes putting forth a comprehensive position that includes supporting U.S. participation in the Paris Climate Agreement as well as calling on policymakers to act on climate. Additionally, The Chamber has launched a task force open to its entire membership to inform the organization's climate policy.

GM and the Chamber are not fully aligned on the policy merits of the IRA. GM engaged with the Chamber about the advantages and benefits of the economic incentives provided by the clean energy provisions, namely the on-shoring and ally-shoring of the BEV supply chain.
As it relates to the IRA, GM and The Chamber are not fully aligned. GM used its membership to inform The Chamber, and our fellow member companies, about the many advantages to the new economy stemming from the unique tax benefits provided by the IRA. In support of this dialogue, GM highlighted how it has committed to onshore and ally-shore EV production and believes the IRA climate provisions support those goals.

On July 28, 2022, The Chamber’s executive vice president issued the following statement regarding budget reconciliation efforts, now the Inflation Reduction Act, “This legislation includes taxes that would discourage investment and undermine economic growth and price controls that would limit American innovation. Both will make our economic problems worse. Congress and the administration should reject these policies and focus on unleashing American-made energy.” (reference)

### Areas where GM has led by example to effect change

GM’s GPP 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. GM has consistently maintained that The Chamber should embrace a more progressive approach to climate change, including support for market-based emissions reduction policies, U.S. participation in the Paris Agreement, and the climate change provisions of President Biden’s Inflation Reduction Act. To this end, GM’s Chair and CEO Mary Barra has met with the President and CEO of The Chamber to express GM’s climate policy position, share our vision for an all-electric vehicle future, and request that The Chamber support complementary policies needed to achieve that vision.

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.
Pollution from fossil-fueled cars and trucks poses a critical threat to public health, the planet, and the economy—immediately and long-term. Low-income communities and communities of color bear the worst brunt. The urgency of this moment in history requires a fast transition to electric cars and trucks. This is an opportunity to lead the global multi-trillion-dollar electric vehicle market with economic and environmental benefits for all Californians and Americans. (reference)

Vision: The future is electric for all. All vehicles are electric; all people, corporations, and agencies who want or need a vehicle can and do choose electric; and all energy that powers these vehicles is carbon-free. GM’s Vice President, Global Regulatory Affairs is a Board Member of Veloz.”

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**Veloz Position on Climate Change and Environmental Stewardship**

- Veloz engages its members, public-private partnerships, programs, policy engagement, and public awareness campaigns to overcome barriers to electrification and create a virtuous cycle of desire and demand, with more affordable makes and models and refueling stations. Veloz aims to make electric for all a reality. The EV Market Report, produced quarterly by Veloz in collaboration with the California Energy Commission and the California Air Resources Board, has fast become a valuable industry source of EV data and serves as a benchmark for the growing electric vehicle market. ElectricForAll.org, powered by Veloz, is an EV education and awareness website for consumers. (reference)

- **Alignment**
  - GM and Veloz are aligned on working to overcome barriers to electrification and accelerate current EV policy conversations. GM is a founding member of the organization and serves as a member of the board.

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**Forward Looking Statements**

This report may include “forward-looking statements” within the meaning of the U.S. federal securities laws. Forward-looking statements are any statements other than statements of historical fact. Forward-looking statements represent our current judgment about possible future events. In making these statements, we rely upon assumptions and analysis based on our experience and perception of historical trends, current conditions and expected future developments, as well as other factors we consider appropriate under the circumstances. We believe these judgments are reasonable, but these statements are not guarantees of any future events or financial results, and our actual results may differ materially due to a variety of factors, many of which are described in our most recent Annual Report on Form 10-K and our other filings with the U.S. Securities and Exchange Commission. We caution readers not to place undue reliance on forward-looking statements. Forward-looking statements speak only as of the date they are made, and we undertake no obligation to update publicly or otherwise revise any forward-looking statements, whether as a result of new information, future events or other factors that affect the subject of these statements, except where we are expressly required to do so by law.

This report covers certain information about GM’s activities in 2022 and was published on December 12, 2022.
Appendix
Appendix A - Key 2022 GM announcements supporting GM’s investments and actions to deliver on an all-electric vehicle future:

**August 02, 2022:** Safety View by GM Future Roads & INRIX Now Available to Support Safer Roads in U.S. Communities
- The cloud-based application provides transportation officials with critical insights using crash, vehicle, vulnerable road user (VRU), and U.S. Census data to help prioritize and measure the effectiveness of roadway safety projects and their impact on communities. ([reference](#))

**July 26, 2022:** General Motors and Livent Enter Long-Term Lithium Hydroxide Supply Agreement
- Livent’s battery-grade lithium hydroxide, made primarily from lithium extracted at its brine-based operations in South America, to be used in the production of GM’s electric vehicles.
- Both companies prioritize commitments to responsible operations and sustainable supply chains. ([reference](#))

**July 26, 2022:** LG Chem and General Motors Reach Agreement for Long-Term Supply of Cathode Active Material to Support EV Growth
- LG Chem plans to provide GM with more than 950,000 tons of CAM over eight years, enough for approximately 5 million units of EV production.
- CAM secured by GM will be used by Ultium Cells LLC, a joint venture between GM and LG Energy Solutions, to support GM’s goal of 1 million EV production capacity in North America by the end of 2025. ([reference](#))

**July 14, 2022:** GM and Pilot Company to Build Out Coast-to-Coast EV Fast Charging Network
- To accelerate the widespread adoption of EVs, increase access to charging, and help enable long-distance electric travel of people and vehicles across the U.S., GM and Pilot Company (Pilot and Flying J) are collaborating on a national DC fast charging network that will be installed, operated, and maintained by EVgo through its eXtend offering.
- This network of 2,000 charging stalls, co-branded “Pilot Flying J” and “Ultium Charge 360”, will be powered by EVgo eXtend and open to all EV brands at up to 500 Pilot and Flying J travel centers. ([reference](#))

**June 23, 2022:** Plug and Charge: As Easy as Topping Off a Tank
- GM is the first OEM to introduce a Plug and Charge feature to the company’s existing and future EVs that is designed to work on multiple public networks in North America.
- GM is committed to delivering a simplified, efficient, and accessible EV charging experience. ([reference](#))

**April 28, 2022:** General Motors Releases 2021 Sustainability Report Showing Accelerated Progress Toward an Equitable, All-Electric Future
- Factory ZERO, GM’s first fully dedicated EV assembly plant, opened in Michigan.
- GM announced nearly $750 million in charging infrastructure investments through 2025. ([reference](#))

**April 25, 2022:** GM Asks Suppliers to Sign Pledge Advancing Global Climate Action and Human Rights
- Suppliers commit to achieving carbon neutrality for Scope 1 and 2 emissions and confirm they have advanced management systems in place for labor and human rights, ethics, and sustainable procurement practices through a third-party assessment by EcoVadis.
- 53% percent of GM’s tier 1 material annual purchase value has already signed the pledge. ([reference](#))

**April 25, 2022:** Ultium Energy Recovery Can Help GM EVs Charge and Accelerate Faster and Drive Farther
- GM has developed a patented heat pump that recovers energy from the battery to power heating and propulsion while also helping to conserve range.
- Ultium’s energy recovery capabilities reduce the need to power heating and other functions from energy stored in the battery, which provides GM’s EVs with as much as 10% more range, potentially allowing more power and range than vehicles with similarly sized batteries without energy recovery capabilities. ([reference](#))

**April 22, 2022:** BrightDrop and FedEx Take Part in Record-Setting EV Campaign
- A BrightDrop driver, in collaboration with FedEx, sets GUINNESS WORLD RECORDS ® title for the greatest distance traveled by an electric van on a single charge.
- The near 260-mile road trip was completed in a BrightDrop Zevo 600 from New York City to Washington, DC. ([reference](#))
April 12, 2022: GM and Glencore Enter Multi-Year Cobalt Supply Agreement
• Cobalt provides EV batteries with energy density and longevity.
• GM’s EV supply chain strategy prioritizes environmental sustainability. (reference)

April 5, 2022: GM and Honda Will Codevelop Affordable EVs Targeting the World’s Most Popular Vehicle Segments
• Honda and GM collaboration designed to enable global production of millions of EVs.
• Companies will explore opportunities for advanced battery collaboration. (reference)

March 21, 2022: Cadillac Celebrates Launch of LYRIQ at Spring Hill, Tennessee, Assembly Plant
• Launch marks another milestone in GM’s commitment to an all-electric future.
• LYRIQ sets the standard for the future of Cadillac. (reference)

March 15, 2022: Ethisphere Announces General Motors as One of the 2022 World’s Most Ethical Companies for the Third Year in a Row
• 2022 World’s Most Ethical Companies® Honoree.
• GM remains the only OEM automaker on the list and has been for the past three years. (reference)

March 8, 2022: PG&E and General Motors Collaborate on Pilot to Reimagine Use of Electric Vehicles as Backup Power Sources for Customers
• Pacific Gas and Electric Company and General Motors today announced a breakthrough collaboration to pilot the use of GM electric vehicles as on-demand power sources for homes in PG&E’s service area.
• Bidirectional charging capabilities add even further value by improving electric resiliency and reliability. (reference)

January 25, 2022: GM and LG Energy Solution Investing $2.6 Billion to Build 3rd Ultium Cells Manufacturing Plant in Lansing
• 2.8 million-square-foot facility in Lansing, Michigan is expected to create 1,700 new manufacturing jobs.
• Ultium Platform driving GM’s commitment to an all-electric future. (reference)

January 25, 2022: GM Accelerates its Drive to Lead the EV Industry with $7 Billion Investment in Michigan, Creating 4,000 New Jobs and Retaining 1,000
• Orion Assembly to become the 2nd U.S. plant building Chevrolet Silverado EV and electric GMC Sierra.
• $7 billion is the largest single investment announcement in GM history. (reference)

January 5, 2022: BrightDrop Announces Walmart as New EV Customer and Expands Collaboration with FedEx at CES
• In just one year since the company’s launch, BrightDrop starts 2022 with strong momentum from substantial EV reservations.
• Walmart signed an agreement to reserve 5,000 of BrightDrop’s EV600 and smaller EV410 electric delivery vans to support the retail giant’s growing last-mile delivery network and goal of operating a zero-emissions logistics fleet by 2040. (reference)

January 5, 2022: Chevrolet Previews Equinox EV
• Equinox EV builds on Chevy’s commitment to providing a wide range of EV options.
• Chevrolet will expand its EV lineup in fall 2023 to include the Equinox EV, an affordable, functional compact SUV that will start at an estimated MSRP of around $30,000 in the U.S. (reference)

January 5, 2022: The Pickup Reimagined: Introducing the 2024 All-Electric Chevrolet Silverado
• Chevrolet introduced the 2024 Silverado EV—the reimagining of the brand’s best-selling nameplate, packed with the power and capability expected of Chevy Trucks. (reference)
• Offering 400 miles of driving range, up to 10,000 pounds trailering capacity, and loaded with high-tech innovations.

Appendix B - The Paris Agreement

The Paris Agreement aims to, “...hold the increase in the global average temperature to well below 2 degrees C above pre-industrial levels and pursuing efforts to limit the temperature increase to 1.5 degree C above pre-industrial levels” (UNFCCC 2015, reference). According to the United Nations Intergovernmental Panel on Climate Change, the global temperature will stabilize when CO₂ emissions reach net zero. 1.5 degrees C means achieving net zero CO₂ emissions globally in the early 2050s (April 2022, reference). Meeting the long-term temperature objective in the Paris Agreement implies a rapid turn to an accelerating decline of GHG emissions toward net zero (April 2022, reference).
Appendix C - Select Industry Associations and Memberships Engaged on Climate Policy

1. Alliance for Automotive Innovation (AAI, Auto Innovators)
2. Alliance for Transportation Electrification [represented on the board]
3. American Automotive Policy Council (AAPC)
4. American Clean Power [represented on the board]
5. Association of Businesses Advocating Tariff Equity
6. BSR (Business for Social Responsibility)
7. Business Forward
8. Business Roundtable (BRT) [GM’s Mary Barra, Chair and CEO, is Chair]
9. California Electric Transportation Coalition
10. CALSTART
11. Carnegie Mellon University Public Policy Department, Clean Energy Sourcing Research Initiative
12. Center for Climate & Energy Solutions (C2ES)
13. Ceres
14. Clean Energy Buyers Association (CEBA) [represented on the board]
15. Clean Fuels Ohio
16. Corporate Eco Forum
17. Clinton River Watershed
18. Electrification Coalition Business Council
19. Electric Drive Transportation Association (EDTA) [represented on the board]
20. Ellen McArthur Foundation
21. Forth
22. Fuel Cell & Hydrogen Energy Association
23. Global Platform for Sustainable Natural Rubber (GPSNR)
24. GreenBiz Executive Network
25. Hydrogen Coalition
26. Indiana Industrial Energy Consumers
27. Initiative for Responsible Mining Assurance (IRMA)
29. Multiple Intervenors
30. National Association of Manufacturers (NAM)
31. Plug In America (PIA)
32. Renewable Thermal Collaborative
33. Responsible Business Alliance (RBA)
34. Responsible Mineral Initiative (RMI)
35. Rural Electric Supply Cooperative (RESCO)
36. Smart Electric Power Alliance
37. Southwest Energy Efficiency Project
38. Suppliers Partnership for the Environment
39. The Climate Group (RE100)
40. Truck and Engine Manufacturers Association (EMA)
41. Vehicle-Grid Integration Council
42. VELOZ
43. VPP Center (RMI)
44. Wildlife Habitat Council
45. UC Davis Sustainable Transportation Energy Pathways (STEPS)
46. U.N. Global Compact
47. U.S. Chamber of Commerce
48. U.S. Council for International Business
49. U.S. Green Building Council