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Thank you for reading our Public Policy Supplement to the April 2021 Sustainability Report regarding GM’s U.S. Public Policy engagement on climate change matters. As a values-based 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 Emissions, Zero Crashes, and Zero Congestion.

Global Public Policy (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 and to develop informed public policy positions to effectively advocate for legislative and regulatory action that will support our priorities, including notably to facilitate the transformation of our private transportation sector to contribute to achieving society’s broader global climate goals.

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, most specifically climate change and the Paris Agreement. We look forward to continuing the conversation about the benefits of GM’s engagement strategy on public policy matters.

“As a values-based 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 Emissions, Zero Crashes, and Zero Congestion.”

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 future, with a commitment to 30 new global electric vehicle (EV) models by 2025. GM is well-positioned to design, engineer, and manufacture EVs for a broad array of customers at many price points, and we enjoy competitive advantages in autonomy, battery technology and fabrication, software defined vehicles, and compelling customer experiences.

IN FURTHERANCE OF DECARBONIZING ON-ROAD TRANSPORTATION, GM¹

ANNOUNCED IN EARLY 2021 our intent to eliminate all tailpipe emissions from new light-duty vehicles by 2035;

WAS PROUD TO STAND ALONGSIDE other companies, governments, and civil society organizations at COP26 and commit to working toward a transition to 100% zero emission cars and vans by 2035;

SET AND RECEIVED APPROVAL FROM THE SCIENCE BASED TARGETS INITIATIVE (SBTi) for science-based scope 1, 2, and 3 emissions target reductions and stated our goal is to be Carbon Neutral by 2040;

IS INVESTING $35 BILLION in EV and autonomous vehicles (AV) from 2020 through 2025;

EXPRESSED OUR GOAL for 40-50 percent of our U.S. sales to be fully EVs by 2030; and

WORKS WITH NUMEROUS STAKEHOLDERS to enable EV charging infrastructure and promote consumer acceptance of EVs while maintaining high quality, good paying jobs.

¹ Additional 2021 announcements are highlighted in Appendix.

Our efforts alone will not be enough to help the United States and other countries achieve their Paris Climate Agreement commitments. But we will be an essential part of the equation and are influencing others whose work is necessary to reach the goals of the Paris Climate Agreement.

We are working closely with governments worldwide to implement complementary policies to bolster consumer education and incentives, infrastructure, manufacturing, clean power, and research and development investments that are critical to the success of our all-electric vision and our broader climate goals.

To accomplish these advocacy objectives, GM is committed to working globally with a broad set of key partners, industry associations, coalitions, and governmental policy makers at the national, state/provincial, and local levels. The GM team is guided by our purpose and our values and wins with integrity. 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, in partnership with key external organizations, across the United States and globally.
GM’s global engagement with government, regulatory, and policy stakeholders is managed by the company’s GPP team. GPP works at the national and sub-national levels of government to advance the company’s policy agenda with regulators, legislators, and other policy making institutions. GPP also manages grassroots advocacy and the GM Political Action Committee. Our advocacy goals are guided by GM’s business objectives and policy commitments, including climate stewardship. GPP coordinates with GM employees who operate in every business unit throughout the company — from manufacturing to communications and tax. GPP also represents GM’s interests and ensures effective participation in trade associations.
GM Position on Climate Change

GM takes the challenge of climate change seriously and believes there is both an economic opportunity and a social imperative in reducing carbon emissions. Addressing climate change in an effective and sustainable manner requires long-term policy approaches that are simple, are broadly applied, and incentivize market participants to respond in ways that achieve carbon emissions reductions while minimizing adverse societal impacts.

GM pursues and supports such policy actions that enable the technology transformation of the transportation sector by enabling electrification whether by addressing supply chain issues, incentivizing technology development, addressing the needed infrastructure, and both educating consumers to the benefits of vehicle electrification and incentivizing its purchase. In addition, GM supports harmonized regulatory initiatives that provide clear guidance and benefits to those regulated entities moving toward achieving Paris climate objectives and providing key policy signals/levers that support future electrification. These types of policies will help create jobs, encourage innovation, and make electric vehicles more affordable for customers across the range of societal economic levels.

In addition, GM’s Global Public Policy 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 a value on carbon is an important market-based approach. Predictable policies that place a monetary value on carbon will make this economic opportunity clearer. They are also important for sustained long-term carbon emissions reductions. GM also recognizes that there are other market-based policies that can achieve emissions reductions in the transportation sector, such as low carbon fuel standards. We continue to advocate for a U.S. National Zero Emissions Vehicle (NZEV) program to coordinate market support along with policies to help the U.S. move faster toward an all-electric, zero-emissions future.
Priorities and Principles
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, especially our employees and the communities in which they live and work.

TO ACCOMPLISH THIS GOAL, GM HAS ESTABLISHED A BROADER FOCUS ON EQUITABLE CLIMATE ACTION, AND OUR ADVOCACY IS GUIDED BY FOUR KEY PRIORITIES:

The Future of Work
The company reinforced the prioritization of its current salaried and represented workforce, including reiterating its long history of supporting labor unions that help to promote safety, quality, training, and jobs for American workers. GM also publicly reiterated its support for the UAW’s efforts to organize employees at the Ohio and Tennessee battery cell manufacturing plants owned by Ultium Cells LLC, our joint venture with LG Energy Solutions.

EV Access
The company will offer a wide selection of EVs across a range of price points, from the Chevrolet Bolt EV to the Cadillac LYRIQ, GMC HUMMER EV, and Cruise Origin, a ridesharing autonomous vehicle. 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 motor vehicle.

EV Charging Infrastructure Equity
GM is committed to ubiquitous EV charging solutions that can help meet customers where they are. The company also understands the need to help address charging deserts and other scenarios that can hinder EV ownership. Broad access to charging is critical, and achieving this goal requires private and public sector collaboration. For example, in October 2021, GM announced a commitment to support community-level charging station installation through its U.S. dealers and is presently engaged in providing policy recommendations for the implementation of the Infrastructure Investment and Jobs Act’s electric charging infrastructure provisions.

Climate Equity
GM partners with organizations that are closing the climate equity gap at the community level and across the four key areas described above. We established a new $25 million climate-equity-focused philanthropic fund to complement GM’s $35 billion investment in EV and AV programs globally through 2025. An initial round of grants included:

- **VALLEYSICAN**
  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

- **ROCKY MOUNTAIN INSTITUTE**
  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 Detroiter’s Working for Environmental Justice
We established an Equitable Climate Action Framework that guides our work to ensure that the future of transportation can help address social inequality and disparities. The five principles of our Equitable Climate Action Framework are:

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 policies related to climate change, renewable energy, and transportation at the federal, state, and local levels to help ensure a sustainable mobility future for all.
5. Help fund the organizations that are providing equitable access to a more sustainable future.

As GM participates in external coalitions and industry groups, we will work to ensure alignment with our values and these principles. We recognize that other member companies of trade associations and coalitions may have views that differ from our own. We often strive for alignment or consensus. Where we identify misalignment, GM will work to mitigate the misalignment from within the organization or, where necessary, we will independently advocate for our position.

The following are recent examples of GM’s independent actions to advance our climate change policy agenda, including advocacy to support all-electric fleets:

- The Safer Affordable Fuel-Efficient (SAFE) Vehicles Notice of Proposed Rulemaking (NPRM) — On October 26, 2018, GM proposed a U.S. National Zero Emissions Vehicle (NZEV) Program that would include a federally-led NZEV Task Force (i.e., federal and state governments, OEMs, labor, battery makers, supply chain, utilities) that would recommend ways in which the government can advance EV adoption such as a national charging infrastructure and public education about the benefits of EVs.
- GM supports a Nationwide Low Carbon Fuel Standard Program — another market-based approach to decarbonizing transportation and incentivizing EVs.
- GM supports Low Carbon Fuels Standards at the state level.
- GM’s letter to the U.S. Environmental Protection Agency’s Administrator outlining our support for regulations aligned with California’s near-term emissions goals, through 2026.
- GM’s Chair and Chief Executive Officer, 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, including most critically EVs.
- GM submitted comments unambiguously supporting the environmental benefits of EPA’s historically stringent proposed Greenhouse Gases (GHG) program for the 2023 to 2026 model years and restated our strong belief that those benefits can and should be achieved through high-volume EV sales that will set the industry on a stronger trajectory to greater GHG reductions in model year 2027 and later.
- GM supports, leads, and contributes to various EV education campaigns, including:
  - EV incentive awareness campaign by VELOZ — a California-based nonprofit organization led by key companies, agencies, and nonprofits.
  - Drive Change Drive Electric — led by a unique public-private partnership between auto manufacturers and Northeast states to advance consumer awareness and adoption of EVs.
- GM advocates with local, state, and federal policymakers to help develop complimentary EV policies that will accelerate the adoption of EVs and put the U.S. in a leadership position to transform the auto industry and supply chain. Specifically, GM advocates for the extension and expansion of state and federal EV consumer tax incentives. For example, GM endorsed and advocated for the EV and infrastructure provisions included the Infrastructure Investment & Jobs Act (Bipartisan Infrastructure Framework) that has now been signed into law by the president. GM has also endorsed and is advocating for the Build Back Better Act (BBBA), noting specifically the importance of the measure’s climate change provisions. This advocacy has taken many forms including public statements, direct lobbying, participation in the Build Together CEO Working Group, and work within our associations.

2See EPA-HQ-OAR-202100208-0234 (September 27, 2021).
GM’S STATEMENT ON PASSAGE OF THE INFRASTRUCTURE INVESTMENT & JOBS ACT

General Motors applauds President Biden for signing into law the Infrastructure Investment and Jobs Act that will bring critical improvements to the nation. We appreciate those in the U.S. Congress who worked tirelessly to advance this historic legislation, including critical investments in electric vehicle charging infrastructure and road safety.

- We have three key policy priorities at the U.S. federal level, advanced in part through direct support for federal legislation in 2021 including the Infrastructure Investment & Jobs Act and the Build Back Better Act climate provisions:
  - **Modification of the EV Consumer Tax Credit**: The EV consumer tax credit provides a tremendous incentive for EV adoption. However, as currently written, it limits the $7,500 consumer tax credit to 200K vehicles per manufacturer, leaving GM at a competitive disadvantage due to our early mover status. GM believes the availability of the tax credit should be broadened. Similarly, GM supports the inclusion of a used EV tax credit to make EVs available to more customers.
  - **EV Infrastructure Development**: EV adoption requires a robust EV infrastructure, which can only be made possible through public-private collaboration, and federal government investment is essential. EV charging must be accessible to all and at locations where people live and work as well as the routes they travel for vacation and recreation.
  - **EV Production & Supply Chain Capacity**: Building out the supply chain with an advanced manufacturing tax credit to incentivize retooling of existing plants, additional battery assembly plants, and battery R&D.

- GM advocates for high-standard Fleet Purchase Requirements (including before federal and state governments, rideshare companies, and rental companies).

- In addition, GM advances blueprint proposals for state, federal, and local EV adoption and EV infrastructure policies. For example:

  - GM participates in the Transportation and Climate Initiative (TCI), a regional collaboration of 13 Northeast and Mid-Atlantic states and the District of Columbia that seeks to improve transportation, develop the clean energy economy, and reduce carbon emissions from the transportation sector.
  - GM works closely with the Michigan Council for Future Mobility and Electrification, a 21-member Council within the Department of Transportation created in 2016 to provide the Governor and state legislature annual recommendations regarding changes to state policies to enable Michigan to be the world leader in automated, driverless, and connected vehicle technology.
  - 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 EV charging with the needs of the electric grid.
  - GM joined CalStart’s North American EV and Battery Alliance to implement policies supporting development of EV/battery manufacturing and domestic supply chains, including critical minerals.
  - GM advocates for the U.S. EPA to create an EV task force to develop the 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.

“...we look forward to the enactment of the Build Back Better plan that will truly help transform the U.S. automotive industry and put us on an irreversible path to a zero-emissions future”

MARY BARRA
Chair and Chief Executive Officer, General Motors
Political Contributions:
The GM Political Action Committee (GM PAC)
Political Contributions:
The GM Political Action Committee (GM PAC)

GM maintains a political action committee, the GM PAC, that is voluntarily funded by employee contributions. GM’s political contributions strategy is guided by our Code of Conduct, which values transparency and accountability. GM publishes an annual voluntary report of political contributions.

In addition, GM submits publicly available U.S. Lobbying Disclosure Act quarterly reports that disclose GM’s lobbying expenditures, describe the legislative issues on which we have lobbied, and identify the individuals who lobbied on behalf of GM. The company also fulfills similar state-level reporting obligations.

This year, 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 will be considered when making contribution decisions, and the GM PAC will not support candidates who patently and persistently contravene them.

Our additional governance measures place us in a strong position to manage risk and ensure our PAC contribution strategy is informed by due diligence and aligns with our values and company goals.
Partnerships and Coalitions
Partnerships and Coalitions

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 commercial and policy interests.

Industry Leaders
GM interacts with automotive industry leaders through formal engagement in the Alliance for Automotive Innovation, Electric Drive Transportation Association, and others. 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 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 and support our “Everybody In” approach (e.g., EVHybridNoire).

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 partnership on specific proposals, 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 Commissions related to San Diego Gas and Electric’s Power Your Drive program.

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

Major Coalitions and Associations
GM participates in major coalitions and associations that benefit the company and industry and help GM influence others toward supportive climate change policies.
### 2021 DUES TO MAJOR U.S. COALITIONS AND ASSOCIATIONS

<table>
<thead>
<tr>
<th>Amount Range</th>
<th>Organizations</th>
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| $1 MILLION TO $2.5 MILLION  | - Alliance for Automotive Innovation  
                      | - American Automotive Policy Council                               |
| $500,000 TO $999,999        | - U.S. Chamber of Commerce                                         |
| $100,000 TO $499,999        | - Business Roundtable  
                      | - Climate Leadership Council  
                      | - Engine Manufacturers Association  
                      | - National Association of Manufacturers                           |
| $50,000 OR BELOW            | - Alliance for Transportation Electrification  
                      | - Alliance to Save Energy  
                      | - California Electric Transportation Coalition  
                      | - Electric Drive Transportation Association  
                      | - Electrification Coalition Foundation  
                      | - FORTH Mobility  
                      | - Southwest Energy Efficiency Project  
                      | - U.S. Council for International Business                         |

As part of responsible participation in these coalitions, 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. For example, GM worked with Ceres, a sustainability-focused nonprofit that assesses and scores how large U.S. companies engage on climate change, to assess responsible policy engagement based on expectations laid out in their Blueprint for Responsible Policy Engagement on Climate Change. GM also engages directly with the organizations, including for example the U.S. Chamber of Commerce Environmental Affairs and Sustainability group, to collaborate on the development of policy positions and recommendations that support the goals of the Paris Agreement.
### Alliance for Automotive Innovation

An industry association for automotive manufacturers and suppliers operating in the U.S. The Auto Innovators work 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.

[www.autosinnovate.org](http://www.autosinnovate.org)

<table>
<thead>
<tr>
<th>AAI Position on Climate Change and Environmental Stewardship</th>
<th>Alignment</th>
<th>Areas Where GM Has Led by Example to Effect Change</th>
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</table>
| 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 complimentary policies and consumer education. 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’s focus is on a portfolio of pure battery EVs 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 that rely on internal combustion engines. | **• GM’s leadership within AAI includes our work to amplify our plan to eliminate tailpipe emissions from new light-duty vehicles by 2035 and to bring more of 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 all be needed to meet these ambitious goals.**  
  
**• GM provides industry expertise necessary to inform Circular EV Economy policies, including 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 continues to promote the need for a NZEV policy as well as a National Low Carbon Fuel Standard. GM was the only OEM to support a NZEV policy as early as 2018 and continues to express the need for such a pathway with AAI members.  
  - GM expressed its support for California’s emission goals through 2026 via a GM only letter to Administrator Regan that clearly expressed GM’s support of the state’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

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<tr>
<th><strong>AAPC Position on Climate Change and Environmental Stewardship</strong></th>
<th><strong>Alignment</strong></th>
<th><strong>Areas Where GM Has Led by Example to Effect Change</strong></th>
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<tr>
<td>Comprised of U.S.-based auto makers Ford, GM, and Stellantis, AAPC focuses on fuel economy, safety, technology, and 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. <a href="http://www.americanautomakers.org">www.americanautomakers.org</a></td>
<td>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 transition of the U.S. auto sector toward that future.</td>
<td>Because international trade is within the scope of AAPC’s efforts, AAPC’s policy priority is to advance regulatory harmonization and GM has always been a proponent of harmonizing standards, where possible, to enable export of U.S. products that meet strict U.S. standards on emissions and safety to global markets. 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.</td>
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The U.S. Chamber of Commerce is the world’s largest business organization representing companies of all sizes across every sector of the economy. They advocate on a broad range of business policies that help businesses create jobs and grow our economy.

www.uschamber.com

The Chamber has progressed on its climate change position. This includes putting forth a comprehensive climate position that includes supporting U.S. participation in the Paris Climate Agreement as well as calling on policy makers 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 other members worked with the Chamber to align priorities on climate change. The Chamber’s Center for Capital Markets Competitiveness coordinated with other businesses to learn more about evolving positions and current practices from the public company perspective.

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. GM has consistently maintained that the Chamber should embrace a more progressive approach to climate challenge, including support for market-based emissions reduction policies, U.S. participation in the Paris Agreement, and supporting the climate change provisions of President Biden’s Build Back Better Act (BBBA). To this end, GM CEO Mary Barra has met with the Chamber as recently as September 2021 to express GM’s climate policy position, our vision for an all-EV future and for the Chamber to support complimentary policies needed to achieve that vision. GM has not financially contributed toward the Chamber’s issue advocacy campaign in opposition to BBBA.

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.

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<th>U.S. CHAMBER OF COMMERCE</th>
<th>U.S. CHAMBER POSITION ON CLIMATE CHANGE AND ENVIRONMENTAL STEWARDSHIP</th>
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<td>The U.S. Chamber of Commerce (The Chamber) focuses on areas of common ground to address climate change with policies that are practical, flexible, predictable, and durable. They believe 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:</td>
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<td>• Support a market-based approach to accelerate greenhouse gas emissions reductions across the U.S. economy</td>
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<td>• Leverage the power of business</td>
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<td>• Maintain U.S. leadership in climate science</td>
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<td>• Embrace technology and innovation</td>
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<td>• Aggressively pursue greater energy efficiency</td>
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<td>• Promote climate resilient infrastructure</td>
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<td>• Support trade in U.S. technologies and products</td>
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<td>• Encourage international cooperation</td>
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<td>BUSINESS ROUNDTABLE</td>
<td>BRT POSITION ON CLIMATE CHANGE AND ENVIRONMENTAL STEWARDSHIP</td>
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<td><strong>ALIGNMENT</strong></td>
<td>GM and the BRT are aligned on numerous climate policy positions and advocating for solutions that address climate change through numerous 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.</td>
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<td><strong>MISALIGNMENT/OPPORTUNITIES TO IMPROVE</strong></td>
<td>The BRT encompasses a diverse member base and GM is ahead of some member companies as it relates to transitioning to net zero. The 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. Due to provisions that would increase tax rates for the BRT member companies, the BRT opposed the Build Back Better Act (BBBA) in the U.S. House of Representatives. However, the BRT also stated that the association supports investment in climate change programs and incentives to reduce greenhouse gas emissions, including many of those proposed in the BBBA adding that Congressional action on climate change is critical to spurring investments in new technologies and enabling the United States to lead the global transition to a greener economy. Nevertheless, GM has publicly advocated and publicly expressed support for the BBBA to ensure that the company’s position is differentiated from that of the BRT. GM has determined it can best influence the BRT by continuing to participate as an active member and leader both of the BRT and in the transition to zero emissions.</td>
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Business Roundtable (BRT) is an association of chief executive officers of America’s leading companies working to promote a thriving U.S. economy and expanded opportunity for all Americans through sound public policy. www.businessroundtable.org
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<tr>
<th>CLIMATE LEADERSHIP COUNCIL</th>
<th>CLC POSITION ON CLIMATE CHANGE AND ENVIRONMENTAL STEWARDSHIP</th>
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| The Climate Leadership Council is focused on promoting effective, fair, and lasting climate solutions based on the [carbon dividends plan](https://www.clcouncil.org). | CLC is aligned with the Paris Agreement and advocates for policies that would rapidly lower carbon emissions, invests all Americans in a clean energy future, and holds other countries accountable for environmental stewardship. The Climate Leadership Council’s carbon dividends plan aims to attract bipartisan support with four pillars:  
  • **A gradually rising carbon fee:** Charge fossil fuel companies a fee for their carbon emissions. This will cut U.S. carbon emissions in half by 2035.  
  • **Carbon dividends for all Americans:** Put all the net revenue from the carbon fee back into the pockets of the American people. A family of four will receive about $2,000 a year.  
  • **Simplify regulations:** Remove redundant carbon regulations so businesses can innovate the fuels and technologies of the future.  
  • **A border carbon adjustment:** Charge a similar fee on foreign goods at the border, encouraging other countries to do their part while strengthening the competitiveness of U.S. manufacturing. | GM has long held the view that predictable policies that place a monetary value on carbon will support an even quicker transition to a lower carbon future, given the signal it sends via the market, ultimately changing both consumer and business behavior. Such policies can be done in a way necessary for sustained progress in reducing emissions in the long term. | GM is a founding member of the Council and supports their efforts to enact policy informed by industry experience that promotes a value on carbon. |
### TRUCK AND ENGINE MANUFACTURERS ASSOCIATION

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.

[www.truckandengine.manufacturers.org](http://www.truckandengine.manufacturers.org)

### EMA POSITION ON CLIMATE CHANGE AND ENVIRONMENTAL STEWARDSHIP

EMA does not have a formal position on the Paris Agreement. On fuel efficiency, their 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, engine and truck manufacturers’ efforts to improve fuel efficiency for customers align well with the overall goals of fighting climate change.

### ALIGNMENT

GM is aligned with EMA on both electrification as well as the complimentary policies needed to facilitate industry’s transition. For example, EMA filed comments with the NJ Department of Environmental Protection:

> “EMA and its members fully recognize that ZEVs are integral to the future of the commercial trucking industry. Accordingly, as noted, EMA member companies are investing billions of dollars to develop and bring to market MD and HD ZEVs. Those efforts alone, however, will not achieve success. A broad-based transition of the trucking industry to ZEVs will take a determined and concerted effort by federal and state policymakers, manufacturers, trucking fleets, utilities, and other key stakeholders.”

GM continues to advocate within the organization and with independent advocacy 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 aspiration to transition to a zero-emission future for light-duty vehicles 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.
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<th>NATIONAL ASSOCIATION OF MANUFACTURERS</th>
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| 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. [www.nam.org](http://www.nam.org) | NAM supports the Paris Agreement and the association’s climate change policy maintains three core principles:  
• **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.  
• **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.  
• **Consumer choice and competitiveness**: This policy approach shouldn’t automatically involve a mandated phaseout of any manufactured product. Instead, policymakers should lead with the tools and strategies manufacturers need to improve products, preserving consumer choice and supporting the innovation that manufacturing provides. | NAM has a diverse membership base, and GM is ahead of some members as it relates to net-zero commitments. GM has determined it can best influence NAM by continuing to participate as an active member and leader in the transition to zero emissions. |
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; smart grid and infrastructure developers; and others. Through policy advocacy and industry and consumer outreach, EDTA works to advance electrification and the economic growth, energy security, and the environmental sustainability it provides. www.electricdrive.org

While EDTA does not have a formal position on the Paris Agreement, the association has the following climate change and environmental stewardship policies:

- Achieving net-zero emissions transportation for all Americans is a critically important goal that requires a comprehensive effort across multiple sectors of the economy to electrify transportation.
- 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 our 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.

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

GM diverges from EDTA members in that GM is transitioning to full function battery EVs and supporting policies focused on pure battery EVs rather than passthrough technologies such as hybrids or plug-in hybrids that some EDTA members support. In addition, GM called for a national ZEV policy in 2018.

This report is based on good-faith efforts to collect and compile relevant information. If GM becomes aware of any incorrect information or any inadvertent omissions, GM will amend this report in a future posting.
Appendix

Key 2021 GM announcements supporting GM’s investments and actions to deliver on an all-electric vehicle future needed to meet carbon neutral goals by 2040:

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**GM Will Boost EV and AV Investments to $35 Billion Through 2025**
- GM has launched the redesigned Chevrolet Bolt EV and new Bolt EUV this summer, and we confirmed a high-volume battery-electric Silverado for both fleet and retail customers, with a GM-estimated 400 miles of range on a full charge for certain configurations.
  - $402 million invested in the Orion Township, Michigan, assembly plant to produce the Chevrolet Bolt EV and Bolt EUV, bringing 400 new jobs. In total, the plant supports 1,100 jobs.
  - We unveiled a second GMC HUMMER EV model — the GMC HUMMER EV SUV — which will feature in-house developed, software-driven technologies, including CrabWalk, Extract Mode, and many more industry-leading features.
  - $2.2 billion to retool Factory ZERO, formerly Detroit-Hamtramck. Factory ZERO is our first plant that is 100 percent devoted to EVs, and once fully operational, it will create more than 2,200 jobs.
  - $40 million investment in Pontiac Stamping for the installation of Flexible Fabrication manufacturing to support future electric vehicles and various product applications.

**First-Ever Chevrolet Silverado Electric Pickup and GMC HUMMER EV SUV to Be Built at GM’s Factory ZERO Plant**

**GM Investing $40 Million at Pontiac Stamping Plant for Flexible Fabrication Technology**

**Cadillac LYRIQ’s Development Accelerated by Virtual Testing and Validation (gm.com)**
- We unveiled the stunning production version of the Cadillac LYRIQ nine months earlier than planned because of our virtual engineering and software expertise.

**GM Introduces New Super Cruise Features to 6 Model Year 2022 Vehicles**
- We continue to expand the availability and capabilities of Super Cruise, the industry’s first true hands-free driver-assistance system.

**GM Launches BrightDrop, a New Business That Will Electrify and Improve the Delivery of Goods and Services**
- We introduced BrightDrop, a business created to help commercial delivery fleets maximize productivity, improve safety, and reduce their carbon footprint. We are on track to begin delivering EV600 vans to our first customer, FedEx Express, later this year.

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_Dubai strikes deal with Cruise to roll out self-driving taxis_ | _Financial Times (ft.com)_

_Chevrolet Grows EV Lineup with 2022 Bolt EUV and Bolt EV (gm.com)_: 

GM and LG Energy Solution Investing $2.3 Billion in 2nd Ultium Cells Manufacturing Plant in U.S.

- We announced that Ultium Cells LLC, our joint venture with LG Energy Solution, will begin construction of a new battery cell plant in Spring Hill, Tennessee. It will open in 2023, a year after our Lordstown, Ohio, cell plant.

GM Targets Range and Battery Cost Improvements to Accelerate All-Electric Future

- We signed a joint development agreement and increased our investment in SolidEnergy Systems, one of several companies we are working with to help commercialize lithium-metal batteries, which have incredible potential to deliver even better EV performance, more range, and lower costs for customers.

General Motors and Honda to Jointly Develop Next-Generation Honda Electric Vehicles Powered by GM's Ultium Batteries

GM to Source U.S.-Based Lithium for Next-Generation EV Batteries Through Closed-Loop Process with Low Carbon Emissions

GM Announces New Fleet Charging Service Designed to Accelerate the Adoption of Fleet Electrification

Building on Ambitious EV Strategy, General Motors Calls for ‘Equitable Climate Action’ and Launches New Fund Aimed at Advancing Climate Equity

- GM prioritizes climate action to help ensure its all-electric future is inclusive for its current and future workforce, customers, and communities that may be more likely to disproportionately experience the effects of climate change.
- We announced the creation of a new $25 million Climate Equity Fund, dedicated to helping close equity gaps in the transition to electric vehicles and other sustainable technology.

General Motors Releases Annual Sustainability Report, Setting Baseline for Accelerated Goals

- GM released its 11th annual Sustainability Report, providing an overview of the company’s environmental, social, and governance (ESG) performance in 2020 and outlining new environmental sustainability goals for the next chapter of GM’s work toward a zero-emissions future.
- On April 22, GM received approval from the Science-Based Targets initiative for interim, science-based, scope 1, 2, and 3 emissions targets.

General Motors, the Largest U.S. Automaker, Plans to be Carbon Neutral by 2040

- GM announced that it plans to become carbon neutral in its global products and operations by 2040.
- GM announced aspiration to eliminate tailpipe emissions from new light-duty vehicles by 2035.
- GM committed to the Business Ambition Pledge for 1.5°C.