



Lead the Charge Automaker Supply Chain Scorecard - 2025 Edition

The aim of this scorecard is to establish a new expectation – and competitive advantage – for what a clean car really is. Not just an EV, but an EV that is manufactured:

- **Equitably** – respecting and advancing the rights of Indigenous Peoples, workers, and local communities throughout the supply chain.
- **Sustainably** – preserving and restoring environmental health and biodiversity across supply chains, whilst reducing primary resource demand through efficient resource use and increased recycled content.
- **Fossil free** – 100% electric and made with a fossil fuel-free supply chain.

The indicator development for the scorecard was led by Pensions & Investment Research Consultants (PIRC), Europe's largest independent corporate governance and shareholder advisory firm, whose work was guided by members of the Lead the Charge coalition. [Please refer to the accompanying methodology document](#) for more information on the indicator development and research process.

This document contains the scores obtained by each automaker for each indicator of the scorecard, as well as explanations for why they were awarded these scores and information on the thresholds and benchmarks used for each indicator.

Navigating this document

This document has several worksheets which present the data from the scorecard with differing levels of detail:

[2. Summary | Overall - - this worksheet presents the total scores the automakers received for each of the two main categories \(climate & environment, and human rights\), as well as the total scores for each of their four sub-categories.](#)

[3. Summary | Climate & Environment - this worksheets presents the scores for each indicator of the climate and environment category, which looks at automakers' efforts to ensure fossil-free and environmentally responsible supply chains.](#)

[4. Summary | Respect for Human Rights - this worksheet presents the scores for each indicator of the human rights categories, which looks at efforts by automakers to ensure responsible sourcing and respect for human rights throughout their supply chain](#)

[5. Auto Review | Climate & Environment - this worksheet also presents automakers' scores for each indicator in the climate & environment category but additionally includes the explanation and references for each score they received, as well as information on the respective benchmarks and thresholds applied to each indicator.](#)

[6. Auto Review | Respect for Human Rights - this worksheet also presents automakers' scores for each indicator in the human rights category but additionally includes the explanation and references for each score they received, as well as information on the respective benchmarks and thresholds applied to each indicator.](#)

[7. New Indicators | Not For Publication in 2025 Edition - this worksheet presents the scoring of new indicators that have been developed this year \(see the attached methodology for more information\). These indicators will not be included in the public version of the 2025 Leaderboard: scores are only shared with automakers and within the Lead the Charge network.](#)

[8. Weightings - this worksheet provides an overview of the weighting methodology applied to the groups of indicators used for each sub-category. Please see the accompanying methodology document for more information on this weighting methodology](#)

[8. 3rd Party Schemes Assessment - this worksheet shows the results of the assessment of third party auditing and accreditation schemes, which results in point modifiers being applied to some indicators. Please see the accompanying methodology document for more information on this assessment.](#)

Auto	Total score	Fossil Free and Environmentally Sustainable Supply Chains						Human rights and Responsible Sourcing					BEV % of total vehicle sales^
		General	Steel	Aluminium	Batteries	Total	Total x IM~	General	Transition minerals	Indigenous rights	Workers' rights	Total	
Ford	42%	45%	21%	35%	19%	30%	33%	69%	89%	20%	28%	52%	
Tesla	43%	42%	22%	33%	36%	33%	40%	60%	69%	26%	27%	46%	
Mercedes	41%	54%	24%	24%	37%	35%	38%	68%	40%	21%	50%	45%	
BMW	29%	60%	11%	1%	15%	22%	20%	64%	42%	12%	39%	39%	
Volkswagen	32%	51%	15%	4%	30%	25%	27%	69%	42%	6%	33%	37%	
Volvo	38%	32%	57%	44%	15%	37%	45%	62%	35%	4%	26%	32%	
Stellantis*	23%	36%	3%	4%	24%	17%	15%	68%	33%	0%	21%	31%	
GM	23%	28%	18%	21%	7%	19%	21%	47%	25%	11%	19%	25%	
Hyundai*	21%	44%	12%	4%	9%	17%	19%	48%	27%	0%	20%	24%	
Renault*	23%	47%	9%	9%	35%	25%	22%	44%	19%	6%	24%	23%	
Kia*	16%	29%	8%	0%	8%	11%	12%	39%	19%	0%	20%	20%	
Geely	18%	34%	16%	16%	11%	19%	19%	40%	14%	2%	12%	17%	
Honda	10%	15%	0%	0%	1%	4%	4%	32%	21%	0%	11%	16%	
Toyota	10%	15%	0%	0%	6%	5%	5%	22%	23%	0%	17%	16%	
Nissan*	12%	20%	11%	11%	4%	12%	12%	28%	9%	0%	12%	12%	
BYD	6%	5%	0%	0%	9%	3%	4%	17%	6%	0%	6%	7%	
GAC	4%	13%	0%	0%	10%	6%	6%	4%	2%	0%	0%	2%	
SAIC	1%	1%	0%	0%	7%	2%	2%	0%	0%	0%	0%	0%	

*EV Volumes groups sales by of Hyundai-Kia and the Renault-Nissan-Mitsubishi alliance. They have been evaluated separately as they have different supply chain practices and policies and for ease, their EV Aug YTD sales were evenly split between them

~InfluenceMap scores were applied as a multiplier on the C&E section. Autos with a C or above received positive multiplier; below received negative, and autos not evaluated by InfluenceMap received no change. See the Climate & Environment review sheet for details. <https://automotive.influencemap.org/>

^ EV-Volumes OEM Share tracker. All figures are cumulative annual values from January 2023 up to and including July 2023. The data covers passenger vehicles only and includes Europe, China, Korea, Japan, the United States and Canada.

LINKED DATA

Sub-section	Indicator Category	Indicators	Total Number of Points	Volkswagen Points	
1. Fossil Free and Environmentally Sustainable Supply Chains (General)	1.1. Disclosure of emissions, water and deforestation management	1.1.1. The company discloses total scope 3 GHG emissions due to purchased goods and services.	2	2	
		1.1.2. The company discloses "significant emissions" in its supply chain.	1	0	
		1.1.3. The company discloses water usage by key suppliers in its supply chain.	1	0	
		1.1.4. The company discloses deforestation and conversion-free commodity volumes from its supply chain	1	0	
		DISCLOSE TOTAL	5	2	
		DISCLOSE NORMALIZED	1.0	0.4	
		DISCLOSE %		40%	
	1.2. Target-setting and progress towards fossil free and environmentally sustainable supply chains	1.2.1. The company has set and disclosed a scope 3 SBT (must include reference to upstream/purchased goods & not only 'Well to Wheel')	2	1	
		1.2.2. The company commits to having suppliers provide science-based targets for GHG emissions.	1	0.25	
		1.2.3. The company discloses the current percentage of suppliers providing science-based targets.	1		
		1.2.4. The company requires all significant suppliers to set water reduction targets and disclose their water usage.	1	0.5	
		1.2.5. The company has programs in place to monitor suppliers for compliance with GHG emissions targets and other environmental impacts.	1	0.5	
		1.2.6. The company commits to eliminate deforestation and the conversion of all natural ecosystems from their supply chains.	1	0.5	
		TARGET-SETTING & PROGRESS TOTAL	7	2.75	
		TARGET-SETTING & PROGRESS NORMALIZED	1.5	0.6	
		TARGET-SETTING & PROGRESS %		39%	
	1.3. Use of supply chain levers to achieve fossil free and environmentally sustainable supply chains	1.3.1. The company incentivises suppliers to reduce GHG and other significant air emissions.	1	0.75	
		1.3.2. The company implements incentives and control systems to improve water management by suppliers	1	0.6	
		1.3.3. The company implements incentives and control systems to eliminate deforestation from its supply chain	1	0.6	
		SUPPLY CHAIN LEVERS TOTAL	3	1.95	
		SUPPLY CHAIN LEVERS NORMALIZED	2.0	1.3	
		SUPPLY CHAIN LEVERS %		65%	
	GENERAL CLIMATE AND ENVIRONMENT - TOTAL NORMALIZED			4.5	2.3
	GENERAL CLIMATE AND ENVIRONMENT - TOTAL % SCORE (WEIGHTED)				51%
	2. Fossil Free and Environmentally Sustainable Steel	2.1. Disclosure of scope 3 GHG emissions due to steel supply chains	2.1.1. The company discloses disaggregated GHG emissions for their steel supply chains.	1	0
			DISCLOSE TOTAL	1	0
			DISCLOSE NORMALIZED	1.0	0.0
DISCLOSE %				0%	
2.2. Target setting		2.2.1. The company has set targets for the use of fossil free and environmentally sustainable steel.	2	0	

Sub-section	Indicator Category	Indicators	Total Number of Points	Volkswagen Points	
	and progress towards fossil free and environmentally sustainable steel supply chains	2.2.2. The company publishes progress towards their target by disclosing the current percentage of low-CO2 steel in their annual production cycle.	1	0	
		2.2.3. The company has a target for the use of secondary/ scrap steel by 2030.	2	0	
		2.2.4. The company publishes progress towards their target by disclosing the current percentage of recycled steel used in its annual production cycle.	1	0	
		TARGET-SETTING & PROGRESS TOTAL	6	0	
		TARGET-SETTING & PROGRESS NORMALIZED	1.5	0.0	
		TARGET-SETTING & PROGRESS %		0%	
	2.3. Use of supply chain levers to achieve fossil free and environmentally sustainable steel supply chains	2.3.1. The company participates in multi-stakeholder procurement initiatives to collaborate with other buyers to incentivise investment in and production of fossil free steel at scale.	1	0	
		2.3.2. The company participates in multi-stakeholder standard / certification initiatives to drive investment in and production of socially and environmentally sustainable steel at scale.	1	0	
		2.3.3. The company has entered into formal arrangements with suppliers to incentivise investment in and greater production of fossil free steel.	2	1.5	
		2.3.4. The company integrates improved recyclability of steel into automobile design and manufacture.	2	0.5	
		SUPPLY CHAIN LEVERS TOTAL	6	2	
		SUPPLY CHAIN LEVERS NORMALIZED	2.0	0.7	
		SUPPLY CHAIN LEVERS %		33%	
	STEEL - TOTAL NORMALIZED			4.5	0.7
	STEEL - TOTAL % SCORE (WEIGHTED)				15%
	3.Fossil Free and Environmentally Sustainable Aluminium	3.1. Disclosure of scope 3 GHG emissions due to aluminium	3.1.1. The company discloses disaggregated GHG emissions for their aluminium supply chains.	1	0
			DISCLOSE TOTAL	1	0
DISCLOSE NORMALIZED			1.0	0.0	
DISCLOSE %				0%	
3.2. Target setting and progress towards fossil free and environmentally sustainable aluminum supply chains		3.2.1 The company has set targets for the use of fossil free and environmentally sustainable aluminium	2	0	
		3.2.2. The company publishes progress towards their target by disclosing the current percentage of low-co2 aluminium in their annual production cycle	1	0	
		3.2.3. The company has a target to increase use of secondary/scrap aluminium by 2030.	2	0	
		3.2.4. The company publishes progress towards their target by disclosing the current percentage of recycled aluminium used in its annual production cycle	1	0	
		TARGET-SETTING & PROGRESS TOTAL	6	0	
		TARGET-SETTING & PROGRESS NORMALIZED	1.5	0.0	
TARGET-SETTING & PROGRESS %			0%		
3.3. Use of supply chain levers to		3.3.1. The company participates in multi-stakeholder procurement initiatives to collaborate with other buyers to incentivise investment in and production of fossil free aluminium at scale.	1	0	

Sub-section	Indicator Category	Indicators	Total Number of Points	Volkswagen Points
	achieve fossil free and environmentally sustainable aluminium supply chains	3.3.2. The company participates in multi-stakeholder standard / certification initiatives to drive investment in and production of socially and environmentally sustainable aluminium	1	0
		3.3.3. The company has entered into formal arrangements with suppliers to incentivise investment in and greater production of fossil free aluminium	2	0
		3.3.4. The company integrates improved recyclability of aluminium into automobile design and manufacturing process.	2	0.5
		SUPPLY CHAIN LEVERS TOTAL	6	0.5
		SUPPLY CHAIN LEVERS NORMALIZED	2.0	0.2
		SUPPLY CHAIN LEVERS %		8%
		ALUMINIUM - TOTAL NORMALIZED		4.5
	ALUMINIUM - TOTAL % SCORE (WEIGHTED)			4%
4. Fossil Free and Environmentally Sustainable Batteries	4.1. Disclosure of scope 3 GHG emissions due to battery supply chains	4.1.1. The company discloses disaggregated scope 3 emissions for their battery supply chains, including a total for the whole battery and disaggregated emissions for key battery minerals (cathode / anode active materials)	1	0
		DISCLOSE TOTAL	1	0
		DISCLOSE NORMALIZED	1.0	0.0
		DISCLOSE %		0%
	4.2. Target setting and progress towards fossil free and environmentally sustainable battery supply chains	4.2.1. The company has set a target to produce fossil free and environmentally sustainable batteries.	1	0
		4.2.2. The company has set a target to reduce reliance on energy intensive minerals in battery production.	1	0
		4.2.3. The company has set collection and/or recovery targets for high intensity battery metals.	1	0.25
		TARGET-SETTING & PROGRESS TOTAL	3	0.25
		TARGET-SETTING & PROGRESS NORMALIZED	1.5	0.1
		TARGET-SETTING & PROGRESS %		8%
	4.3. Use of supply chain levers to achieve fossil free and environmentally sustainable battery supply chains	4.3.1. The company requires all battery manufacturers to use 100% renewable electricity	2	2
		4.3.3. Company enters into formal agreements (inclusive of joint ventures and investments) with extractives and other value chain companies to reduce the environmental impact of lithium sourcing.	1	0.5
		4.3.4. Company enters into formal agreements (inclusive of joint ventures and investments) with extractives and other value chain companies to reduce the environmental impact of nickel sourcing.	1	0.5
		4.3.5. Company enters into formal agreements (inclusive of joint ventures and investments) with extractives and other value chain companies to reduce the environmental impact of cobalt sourcing.	1	0.5
		4.3.6. The company participates in multi-stakeholder initiatives to collaborate with other buyers to incentivise investment in and production of fossil free and environmentally sustainable batteries at scale.	1	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Volkswagen Points
		4.3.7. The company invests in the development of new battery chemistries & technologies that reduce their overall material and carbon footprint by reducing the use of emissions-intensive minerals and toxic materials (such as persistent organic pollutants (POPs))	2	1
		4.3.8. The company invests in the development of new battery designs, technologies, systems and/or processes to maximize the recyclability of EV batteries	1	0.5
		4.3.9. The company has established processes for battery repair, reuse and repurposing in order to maximize the usable lifespan of its EV batteries.	1	0.25
		4.3.10. The company has established closed-loop processes in order to maximize the recycling of end-of-life EV batteries	1	0.5
		SUPPLY CHAIN LEVERS TOTAL	11	6.75
		SUPPLY CHAIN LEVERS NORMALIZED	2.0	1.2
		SUPPLY CHAIN LEVERS %		61%
	BATTERIES - TOTAL NORMALIZED		4.5	1.4
	BATTERIES - TOTAL % SCORE (WEIGHTED)			30%
Climate	Influence Map	Multiplier applied:		1.1

CLIMATE AND ENVIRONMENT - TOTAL NORMALIZED	18.0	4.5
CLIMATE AND ENVIRONMENT - TOTAL % SCORE (WEIGHTED)		25%
CLIMATE AND ENVIRONMENT - TOTAL NORMALIZED + IM MULTIPLIER		4.9
CLIMATE AND ENVIRONMENT - TOTAL % SCORE (WEIGHTED) + IM MULTIPLIER		27%

Sub-section	Indicator Category	Indicators	Total Number of Points	Volkswagen	
1. Responsible Sourcing and Human Rights Due Diligence: General Indicators	1.1. Commit	1.1.1. The company has a public commitment to human rights.	1	1	
		1.1.2. The company extends their human rights commitments to their Tier 1 suppliers and beyond.	2	1	
		COMMIT TOTAL	3	2	
		COMMIT NORMALIZED	1.0	0.7	
		COMMIT %		67%	
	1.2. Identify	1.2.1. The company has a process in place to assess salient human rights risks in their supply chain.	1	0.75	
		1.2.2. The company discloses the salient human rights risks in their supply chain and where they are located.	1	1	
		1.2.3. The company has a process for identifying high risk supplier categories in their supply chain.	1	1	
		IDENTIFY TOTAL	3	2.75	
		IDENTIFY NORMALIZED	1.5	1.4	
		IDENTIFY %		92%	
	1.3. Prevent, Mitigate and Account	1.3.1. The company assesses the risk of adverse human rights impacts with suppliers prior to entering into any contracts.	2	1.5	
		1.3.2. The company discloses how it monitors suppliers for compliance with the SCoC during the contract period.	2	1.6	
		1.3.3. The company reports on how it is prepared to respond if it finds non-conformances with the SCoC	1.5	1	
		1.3.4. The company discloses how they verify the implementation of corrective actions.	1	0.25	
		PREVENT, MITIGATE & ACCOUNT TOTAL	6.5	4.35	
		PREVENT, MITIGATE & ACCOUNT NORMALIZED	2.0	1.3	
		PREVENT, MITIGATE & ACCOUNT %		67%	
	1.4. Remedy	1.4.1. The company has put in place a formal mechanism whereby workers, suppliers, suppliers' workers (in any tier) and other external stakeholders can raise grievances regarding adverse human rights impacts in their supply chain to an impartial entity.	2	1	
		1.4.2. The company discloses data about the practical operation of their grievance mechanism, such as the number of grievances filed, addressed, and resolved, their type, severity and outcome.	1	0.75	
		1.4.3. The company has put in place a remedy process.	2	1	
		REMEDY TOTAL	5	2.75	
		REMEDY NORMALIZED	2.0	1.1	
		REMEDY %		55%	
	GENERAL HUMAN RIGHTS - TOTAL NORMALIZED			6.5	4.5
	GENERAL HUMAN RIGHTS - TOTAL % SCORE (WEIGHTED)				69%
	2. Responsible	2.1. Commit	2.1.1. The company has a commitment to responsible metals and minerals sourcing.	1	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Volkswagen
Sourcing of Transition Minerals		2.1.2. The company requires its suppliers to undertake due diligence in accordance with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from Conflict-Affected and High Risk Areas (CAHRAs)	2	1.2
		COMMIT TOTAL	3	2.2
		COMMIT NORMALIZED	1.0	0.7
		COMMIT %		73%
	2.2. Identify	2.2.1. The company has a process in place to map transition minerals (e.g. nickel, lithium, cobalt, copper, manganese, zinc) in their supply chains to the point of extraction.	2	1.5
		2.2.2. The company discloses transition minerals risks in their supply chain and where they are located.	1	1
		2.2.3. The company publishes a list of smelters or refiners (SoR) in its supply chain	1	1
		2.2.4. The company discloses which of the SoRs in its supply chain are conformant with the Responsible Minerals Initiative (RMI).	1	0.2
		IDENTIFY TOTAL	5	3.7
		IDENTIFY NORMALIZED	1.5	1.1
		IDENTIFY %		74%
	2.3. Prevent, Mitigate and Account	2.3.1. The company discloses how it monitors suppliers for compliance with the transition minerals due diligence requirements.	2	1.6
		2.3.2. The company formally engages SoRs to build their capacity to conduct due diligence of their own supply chains.	2	0.5
		2.3.3. The company formally engages extractives companies and includes human rights clauses in any contractual arrangements.	2	0
		2.3.4. The company is a member of IRMA and actively engages their suppliers with regards to IRMA mining audits. Note: IRMA does not excuse companies from doing their own supply chain due diligence	2	1.2
		2.3.5. The company reports on how it is prepared to respond if it finds non-conformances associated with its responsible minerals sourcing policy occurring in its operations or supply chains.	1.5	1
		2.3.6. The company discloses how they verify the implementation of corrective actions.	1	0.25
		PREVENT, MITIGATE & ACCOUNT TOTAL	10.5	4.55
		PREVENT, MITIGATE & ACCOUNT NORMALIZED	2.0	0.9
		PREVENT, MITIGATE & ACCOUNT %		43%
2.4. Remedy		2.4.1. The company has put in place a formal mechanism whereby grievances can be raised about SoR facilities.	1	0
	REMEDY TOTAL	1	0	

Sub-section	Indicator Category	Indicators	Total Number of Points	Volkswagen	
		REMEDY NORMALIZED	2.0	0.0	
		REMEDY %		0%	
		TRANSITION MINERALS - TOTAL NORMALIZED	6.5	2.7	
		TRANSITION MINERALS - TOTAL % SCORE (WEIGHTED)		42%	
3. Indigenous Peoples' Rights and Free Prior and Informed Consent (FPIC)	3.1. Commit	3.1.1. The company explicitly commits to respecting the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP).	1	0	
		3.1.2. The company has a public commitment to FPIC.	1	0	
		3.1.3. The company extends their commitment on Indigenous Peoples' rights to their Tier 1 suppliers	2	0	
		3.1.4. These commitments are translated into the languages used by the impacted Indigenous Peoples.	1	0	
		COMMIT TOTAL	5	0	
		COMMIT NORMALIZED	1.0	0.0	
		COMMIT %		0%	
	3.2. Identify	3.2.1. The company has a process in place to assess risks to Indigenous Peoples' rights in their supply chain to the point of extraction.	1	0	
		IDENTIFY TOTAL	1	0	
		IDENTIFY NORMALIZED	1.5	0.0	
		IDENTIFY %		0%	
	3.3. Prevent, Mitigate and Account	3.3.1. The company provides additional discussion regarding the practices by which suppliers must obtain FPIC	1	0	
		3.3.2. The company is a member of a multi-stakeholder group (e.g. IRMA) that includes the participation of Indigenous Peoples to ensure respect of Indigenous Peoples' rights at the point of extraction.	2	1.2	
		3.3.3. The company has a formal process in place to engage critical upstream suppliers on FPIC (e.g. extractives companies)	2	0	
		3.3.4. The company reports on how it is prepared to respond if it finds FPIC breaches in its supply chain.	1	0	
		PREVENT, MITIGATE & ACCOUNT TOTAL	6	1.2	
		PREVENT, MITIGATE & ACCOUNT NORMALIZED	2.0	0.4	
		PREVENT, MITIGATE & ACCOUNT %		20%	
	3.4. Remedy	3.4.1. The company's grievance mechanism has a process for investigating and remedying breaches of FPIC that includes a formal role for impacted Indigenous Peoples.	1	0	
		REMEDY TOTAL	1	0	
		REMEDY NORMALIZED	2.0	0.0	
		REMEDY %		0%	
			INDIGENOUS RIGHTS - TOTAL NORMALIZED	6.5	0.4
			INDIGENOUS RIGHTS - TOTAL % SCORE (WEIGHTED)		6%

Sub-section	Indicator Category	Indicators	Total Number of Points	Volkswagen	
4. Respect for Workers' Rights	4.1. Commit	4.1.1. The company has a commitment to workers' rights	1	0.5	
		4.1.2. The company extends their workers' rights commitments to their Tier 1 suppliers and beyond.	2	1.5	
		Note: only the specific worker rights commitments are evaluated here. Whether or not these commitments are extended beyond tier 1 suppliers is evaluated in the "General" human rights section.			
		COMMIT TOTAL		3	2
		COMMIT NORMALIZED		1.0	0.7
		COMMIT %			67%
	4.2. Identify	4.2.1. The company consults trade unions and/or workers' representatives in their assessment of salient workers' rights risks in their supply chain.	1	0	
		4.2.2. The company discloses the salient workers rights risks in their supply chain and where they are located.	1	1	
		IDENTIFY TOTAL		2	1
		IDENTIFY NORMALIZED		1.5	0.8
		IDENTIFY %			50%
		4.3. Prevent, Mitigate and Account	4.3.1. The company actively collaborates with workers and the representative organisation(s) of workers' own choosing to promote respect for workers' rights in its supply chain.	2	1
	4.3.2. The company reports on how it is prepared to respond if it finds non-conformances associated with its workers' rights policy occurring in its operations or supply chains.		1.5	1	
	4.3.3. The company works with the relevant trade union and/or worker representative organisation to verify the implementation of corrective actions pertaining to workers' rights.		2	0	
	PREVENT, MITIGATE & ACCOUNT TOTAL		5.5	2	
	PREVENT, MITIGATE & ACCOUNT NORMALIZED		2.0	0.7	
	PREVENT, MITIGATE & ACCOUNT %			36%	
	4.4. Remedy		4.4.1 Workers and the representative organisations of workers' own choosing are formally included in the remedy process.	1	0
		REMEDY TOTAL		1	0
		REMEDY NORMALIZED		2.0	0.0
		REMEDY %			0%
	WORKERS' RIGHTS - TOTAL NORMALIZED			6.5	2.1
	WORKERS' RIGHTS - TOTAL % SCORE (WEIGHTED)				33%
HUMAN RIGHTS - TOTAL NORMALIZED			26.0	9.7	

Sub-section	Indicator Category	Indicators	Total Number of Points	Volkswagen
HUMAN RIGHTS - TOTAL % SCORE (WEIGHTED)				37%

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volkswagen Analysis	Volkswagen Points
1. Fossil Free and Environmentally Sustainable Supply Chains (General)	1.1. Disclosure of emissions, water and deforestation management	1.1.1. The company discloses total scope 3 GHG emissions due to purchased goods and services.	2	The following scores are absolute, not cumulative: 100%: The company discloses scope 3 GHG emissions due to purchased goods and services. 25%: The company includes scope 3 GHG emissions including purchased goods and services in overall disclosure, but does not disaggregate. Note: the company may achieve additional points under each of the supply chain areas below, if they provide disaggregated emissions against each supply chain.	Volkswagen disaggregates scope 3 GHG emissions due to "purchased goods and services" (Sustainability Report, p. 66). 2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674	2
		1.1.2. The company discloses "significant emissions" in its supply chain.	1	Based on GRI 305-7, significant emissions include: i. NOx ii. SOx iii. Persistent organic pollutants (POP) iv. Volatile organic compounds (VOC) v. Hazardous air pollutants (HAP) vi. Particulate matter (PM) vii. Other standard categories of air emissions identified in relevant regulations The following scores are absolute not cumulative: 100%: the company discloses significant emissions in their supply chain against all of the above categories. 50%: the company discloses significant emissions in their supply chain against some of the above categories.	Not disclosed for its suppliers.	0
		1.1.3. The company discloses water usage by key suppliers in its supply chain.	1	According to GRI 303, water usage includes: - water withdrawn - water consumed - water discharged Companies will need to define "key suppliers" and: 50%: provide data against some of the above indicators 100%: provide data against all of the above indicators	Not disclosed for its suppliers.	0
		1.1.4. The company discloses deforestation and conversion-free commodity volumes from its supply chain	1	50%: The company discloses the percentage of high-risk hard commodity volumes sourced that are compliant with the company's requirements or policies on deforestation and conversion. OR 25%: The company discloses deforestation and conversion-free commodity volumes from at least one of its key high-risk hard commodities 50%: The company discloses the percentage of high-risk soft commodity volumes sourced that are compliant with the company's requirements or policies on deforestation and conversion. OR 25%: The company discloses deforestation and conversion-free commodity volumes from at least one of its key high-risk soft commodities High-risk commodities are identified with the SBTN's High Impact Commodities List. Relevant commodities for automotive supply chains include Copper, Iron, Lithium, Nickel, Bauxite/Aluminum, Zinc and Manganese (hard commodities), and Leather and Rubber (soft commodities).	Not disclosed.	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volkswagen Analysis	Volkswagen Points
	1.2. Target-setting and progress towards fossil free and environmentally sustainable supply chains	1.2.1. The company has set and disclosed a scope 3 SBT (must include reference to upstream/purchased goods & not only 'Well to Wheel')	2	<p>100%: the company discloses a verified science-based scope three target that includes upstream/purchased goods, including 2050 and interim year target(s).</p> <p>50%: the company discloses a lifecycle target that includes upstream/purchased goods, including 2050 and interim year target(s) and/or does not indicate if it has been verified as science-based.</p> <p>25%: the company only discloses 2050 zero emissions target with no interim target and/or it does not specify upstream/purchased goods.</p>	<p>The Group has set itself the objective of reducing CO2 emissions from the production of its passenger cars and light commercial vehicles by 50.4% by 2030 – compared with the base year of 2018. The Science Based Targets initiative (SBTi) confirmed to the Volkswagen Group in the reporting year that the Company is fulfilling the conditions for limiting global warming to 1.5 degrees Celsius with its objective for the production phase (Scope 1 and 2). Group-wide production also makes a contribution to achieving Volkswagen AG's overall climate goals with its stricter CO2 saving targets.</p> <p>SBTi has confirmed the aim of reducing CO2 emissions by 30% in the use phase (Scope 3) to the Volkswagen Group as in line with the limitation of global warming to two degrees Celsius. By 2030, the Group wants to emit 30% less CO2 on average per vehicle (passenger cars and light commercial vehicles) over the entire life cycle than in 2018. The targets are to be achieved through pure CO2 reduction." (2023 Sustainability Report, p. 61).</p> <p>Volkswagen therefore has set verified targets for scope 1 and 2, as well as for the use phase of scope 3. However, it is not clear if the 2030 life cycle target includes upstream / purchased goods or if it has been verified by the SBTi.</p> <p>2023 Sustainability Report</p>	1
		1.2.2. The company commits to having suppliers provide science-based targets for GHG emissions.	1	<p>The following scores are absolute not cumulative.</p> <p>100%: the company requires all its tier 1 suppliers, and their suppliers to set science-based targets. They also require tier 2 suppliers to set science-based targets.</p> <p>75%: the company requires all its tier 1 suppliers set science-based targets.</p> <p>50%: the company commits to having at least 70% of its key suppliers by emissions setting science-based targets by 2025.</p> <p>25%: company commits to having suppliers setting science-based emissions targets, but does not provide a target date or target date is after 2025.</p> <p>0%: Company does not have a commitment.</p>	<p>In its 2023 Sustainability Report (p. 54), VW states that "For new vehicle projects, the Volkswagen Group is going to make CO2 emissions a technical feature for relevant components in the future." In its SCoC (p. 14), VW encourages its business partners to set science-based and time-bound emission reduction targets. However, this is not a binding requirement and lacks a target date.</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p>	0.25
		1.2.3. The company discloses the current percentage of suppliers providing science-based targets.	1	<p>25%: they disclose the current percentage of tier 1 suppliers providing science-based targets.</p> <p>25%: they disclose the current percentage of tier 2 suppliers providing science-based targets.</p> <p>25%: additional points for over 50% of tier 1 suppliers providing science-based targets</p> <p>25%: additional points for all tier 1 suppliers providing science-based targets.</p>	Not disclosed.	
		1.2.4. The company requires all significant suppliers to set water reduction targets and disclose their water usage.	1	<p>50%: the company requires tier 1 suppliers to set water reduction targets</p> <p>50%: the company requires tier 1 suppliers to disclose their water usage. According to GRI 303, water usage includes:</p> <ul style="list-style-type: none"> - water withdrawn - water consumed - water discharged 	<p>In its CoC for Business Partners (p. 20), VW requires "Business partners that supply products to the Volkswagen Group provide, upon request, the Volkswagen Group with information on total fresh water consumption on product level." They are not required to set targets.</p> <p>Code of Conduct for Business Partners (CoC BP) https://www.volkswagen-group.com/en/publications/more/code-of-conduct-for-business-partner-1885</p>	0.5

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volkswagen Analysis	Volkswagen Points
		1.2.5. The company has programs in place to monitor suppliers for compliance with GHG emissions targets and other environmental impacts.	1	<p>25%: The company has a process that includes reducing GHGs and other environmental impacts, but lacks targets as a basis for compliance.</p> <p>or</p> <p>50%: The company has a process that includes reducing GHGs and other environmental impacts, and includes targets as a basis for compliance.</p> <p>plus</p> <p>25%: the company provides quantitative information of the number of suppliers audited and the tiers that are audited.</p> <p>25%: the company provides qualitative case studies of how they have engaged suppliers on their targets.</p>	<p>Volkswagen discloses the number of “S rating” audits that it has conducted (2023 Sustainability Report, p. 129). It also uses the self-assessment questionnaire (SAQ, version 5.0) that was developed in collaboration with DRIVE Sustainability to assess suppliers’ environmental impact management and compliance. Volkswagen’s SCoC does not require or mandate suppliers set GHG emissions reductions targets.</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p>	0.5
		1.2.6. The company commits to eliminate deforestation and the conversion of all natural ecosystems from their supply chains.	1	<p>The following scores are absolute, not cumulative:</p> <p>100%: The company has time-bound targets to eliminate deforestation and the conversion of natural ecosystems from their supply chain.</p> <p>OR</p> <p>100%: The company has time-bound targets to eliminate sourcing of high-risk commodities from areas of High Carbon Stock (HCS) and High Conservation Value (HCV).</p> <p>75%: The company has time-bound targets to eliminate deforestation and conversion of natural ecosystems in the supply chain of at least one of its high-risk hard commodities, and at least one soft-commodity.</p> <p>OR</p> <p>75%: The company has time-bound targets to eliminate sourcing from areas of High Carbon Stock (HCS) and High Conservation Value (HCV) for at least one of its high-risk hard commodities, and at least one soft-commodity.</p> <p>50%: The company has time-bound targets to eliminate deforestation and conversion of natural ecosystems in the supply chain of at least one of its high-risk commodities.</p> <p>OR</p> <p>50%: The company has time-bound targets to eliminate sourcing from areas of High Carbon Stock (HCS) and High Conservation Value (HCV) for at least one of its high-risk commodities.</p> <p>25%: The company has a general commitment or policy to halt deforestation and the conversion of natural ecosystems in its supply chains, which extends beyond illegal deforestation or conversion.</p>	<p>Volkswagen has a general commitment to halt deforestation to comply with the EU regulation. As member of the Sustainable Natural Rubber Initiative, the company has a commitment not to source natural rubber from areas deforested or degraded after the 1 April 2019 cutoff date.</p> <p>High Level Commitment on Responsible Sourcing of Natural Rubber - https://www.vwgroupsupply.com/one-kbp-pub/media/kbp_public/documents_2/zusammenarbeit/2022-04-22_VW_High_Level_Commitment_EN.pdf</p> <p>2023 Raw Materials Report (RMR) https://www.volkswagen-group.com/en/publications/more/responsible-raw-materials-report-2711</p>	0.5

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volkswagen Analysis	Volkswagen Points
	1.3. Use of supply chain levers to achieve fossil free and environmentally sustainable supply chains	1.3.1. The company incentivises suppliers to reduce GHG and other significant air emissions.	1	<p>50%: the company specifies that sustainability and/or ESG are included as factors for choosing a preferred supplier.</p> <p>25%: the company specifies that GHG emissions are included in the tender and contracting process.</p> <p>25%: the company specifies that "other significant air emissions" targets are included in the tender and contracting process.</p> <p>As companies are unlikely to publish their contract information, references may be found in sustainability reports, procurement policies, etc.</p>	<p>Volkswagen uses the S rating tool to assess the sustainability performance of relevant suppliers in the fields of the environment, social aspects and integrity and to mitigate risks. It is directly relevant to awarding contracts. (2023 Sustainability Report, p. 123). However, there is no mention of "other significant air emissions".</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p>	0.75
		1.3.2. The company implements incentives and control systems to improve water management by suppliers	1	<p>20%: The company's Supplier Code of Conduct and / or Responsible Sourcing Policy includes specific requirements for suppliers with regards to water management and conservation (e.g. having in place a water management plan).</p> <p>40%: The company implements purchase control systems to incentivize improved water management by (potential) new suppliers (e.g. water management is explicitly taken into account in the tender process and is a factor in selecting suppliers)</p> <p>40%: The company provides evidence of policies, systems and/or processes it has operationalized to manage risks and address impacts of water depletion/pollution by (existing) suppliers (e.g. the company provides detail of specific water risks it has identified as part of its supply chain risk assessment process; the company provides evidence of how they have engaged with, or suspended, noncompliant suppliers on water management, etc.).</p>	<p>In its CoC for Business Partners (p. 20), VW requires its business partners to take measures to minimise water consumption and provide water consumption data upon request. More specifically, in its 2023 Raw Materials Report (p. 11), VW includes water as an environmental risk factor and provides examples of how it engages with lithium suppliers in the mining region to address water related risks, including holding 11 technical workshops on water-related challenges and solutions in 2023.</p> <p>However, VW's statement in its 2023 Sustainability Report (p. 37) "Because we cannot influence these aspects directly – despite our sustainability requirements for suppliers – we focus on our own production sites" shows limited approach towards supply chain water risk management.</p> <p>No information is provided on how VW incorporates water impacts into the tendering and contracting process.</p> <p>Code of Conduct for Business Partners (CoC BP) https://www.volkswagen-group.com/en/publications/more/code-of-conduct-for-business-partner-1885</p> <p>2023 Responsible Raw Materials Report (RMR) https://uploads.vw-mms.de/system/production/documents/cws/002/716/file_en/d4d4bc8b2aea8ace68435605a99ef6e9a9bbf973/2023_Volkswagen_Group_Responsible_Raw_Materials_Report_1.pdf?1719555968</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p>	0.6
		1.3.3. The company implements incentives and control systems to eliminate deforestation from its supply chain	1	<p>20%: The company's Supplier Code of Conduct and / or Responsible Sourcing Policy includes specific requirements for suppliers with regards to deforestation and land conversion.</p> <p>40%: The company implements purchase control systems to incentivize compliance on deforestation and land conversion by (potential) new suppliers (e.g. deforestation is explicitly taken into account in the tender process and is a factor in choosing a preferred supplier)</p> <p>40%: The company provides evidence of policies, systems and/or processes it has operationalized to manage risks and address impacts of deforestation and land conversion by existing suppliers (e.g. the company provides detail of specific deforestation risks it has identified as part of its supply chain risk assessment process; the company provides evidence of how they have engaged with, or suspended, noncompliant suppliers on deforestation, etc.).</p>	<p>VW states in its CoC for Business Partners (p. 20) that "Business partners must strive to ensure supply chains are free of deforestation and conversion in accordance with applicable law and international biodiversity regulations."</p> <p>VW identifies deforestation as a risk for some specific commodities and states in its 2023 Raw Materials Report (p. 13) that it has started to align its due diligence approach for leather and rubber supply chain to comply with the EU Deforestation Regulation. VW states (p. 14) that it works towards "traceability in the leather supply chain through direct contact with its suppliers and contractual requirements." It is also a member of the Leather Working Group (LWG).</p> <p>Code of Conduct for Business Partners (CoC BP) https://www.volkswagen-group.com/en/publications/more/code-of-conduct-for-business-partner-1885</p> <p>2023 Responsible Raw Materials Report (RMR) https://uploads.vw-mms.de/system/production/documents/cws/002/716/file_en/d4d4bc8b2aea8ace68435605a99ef6e9a9bbf973/2023_Volkswagen_Group_Responsible_Raw_Materials_Report_1.pdf?1719555968</p>	0.6

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volkswagen Analysis	Volkswagen Points
2. Fossil Free and Environmentally Sustainable Steel	2.1. Disclosure of scope 3 GHG emissions due to steel supply chains	2.1.1. The company discloses disaggregated GHG emissions for their steel supply chains.	1	The following scores are absolute, not cumulative: 100%: The company discloses scope 3 GHG emissions for purchased goods and services, disaggregated for their steel supply chains 50%: The company discloses a Life Cycle Assessment (LCA) for at least one electric vehicle model that includes disaggregated data on the embodied GHG emissions from the steel used in that vehicle.	Not disclosed.	0
		2.2.1. The company has set targets for the use of fossil free and environmentally sustainable steel.	2	The scores below are not additive. They indicate specific thresholds for getting that percentage of points: 100%: the company has a commitment to source 100% fossil free steel by 2050 and 50% fossil free steel by 2030. 80%: the company has a commitment to source 100% Responsible Steel Level 4 certified steel by 2040 and 50% automotive steel that is ResponsibleSteel level 3 or 4 by 2030 (targets that align with ResponsibleSteel's emissions thresholds for these levels will also be awarded points). 60%: the company has set a target that is aligned with First Movers Coalition guidance of 10% "low-CO2" primary steel by 2030 AND/OR aligns with SteelZero Commitment to source 100% net zero steel by 2050, with an interim commitment of using 50% Lower Emission Steel by 2030 40%: the company has an emissions reduction target for steel that is aligned with IEA Heavy Industry Guidance (27% emissions reduction by 2030 and 95% by 2050) 20%: the company has a commitment to net zero steel by 2050 and/or a 2030 emissions reduction target for steel that is below the IEA Heavy Industry Guidance	Not disclosed.	0
		2.2.2. The company publishes progress towards their target by disclosing the current percentage of low-CO2 steel in their annual production cycle.	1	50%: The company discloses the current percentage of low-CO2 steel in their production cycle (definition of low-CO2 steel taken from SteelZero / ResponsibleSteel, specifically < 2 tons CO2e/ton for primary steel with 0% scrap through to < 0.35 tons CO2e/ton for secondary steel with 100% scrap). 50%: the company discloses the current percentage of Responsible Steel certified steel in their supply chain. Note: depending on the level of certification, companies may score points under the first category. MODIFIER: Half points will be awarded if a company discloses information that meets either, or both, of the above criteria but only for some elements in its annual production cycle.	Not disclosed.	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volkswagen Analysis	Volkswagen Points
		2.2.3. The company has a target for the use of secondary/ scrap steel by 2030.	2	<p>100%: the company discloses a target for the use of recycled steel that is aligned with IEA Guidance for Heavy Industry has recycling, re-use: scrap as share of input in steel production as 54% by 2030</p> <p>50%: the company discloses a target for the use of recycled steel.</p>	Not disclosed	0
		2.2.4. The company publishes progress towards their target by disclosing the current percentage of recycled steel used in its annual production cycle.	1	<p>The following scores are absolute, not cumulative:</p> <p>100%: the company discloses the percentage of recycled steel in their annual production cycle including volumes of both pre- and post-consumer steel.</p> <p>75%: the company discloses the percentage of recycled steel in their annual production cycle.</p> <p>50%: The company partially discloses the percentage of recycled steel for some elements within their annual production cycle.</p> <p>NB: Total recycled/scrap steel volume is sufficient if total steel volume is disclosed.</p>	Not disclosed	0
	2.3. Use of supply chain levers to achieve fossil free and environmentally sustainable steel supply chains	2.3.1. The company participates in multi-stakeholder procurement initiatives to collaborate with other buyers to incentivise investment in and production of fossil free steel.	1	<p>50%: the company is a member of SteelZero.</p> <p>50%: the company is a member of the First Movers Coalition's sector group on steel</p>	<p>VW is not a member of SteelZero or the First Movers Coalition's sector group on steel.</p> <p>https://www.theclimategroup.org/steelzero-members https://initiatives.weforum.org/first-movers-coalition/community</p>	0
		2.3.2. The company participates in multi-stakeholder standard / certification initiatives to drive investment in and production of socially and environmentally sustainable steel at scale.	1	<p>25%: the company is a member of ResponsibleSteel.</p> <p>50%: the company actively engages their steel suppliers regarding ResponsibleSteel certification.</p> <p>25%: the company has disclosed purchasing commitments for ResponsibleSteel certified steel.</p> <p>Note: 0.6 points modifier applied due to multistakeholder initiative assessment. See sheet 8.</p>	<p>VW is not a member of ResponsibleSteel.</p> <p>https://www.responsiblesteel.org/members-and-associates</p>	0
		2.3.3. The company has entered into formal arrangements with suppliers to incentivise investment in and greater production of fossil free steel.	2	<p>50%: the company states that it has entered into a formal arrangement with at least one steel supplier to invest in and scale-up production of low-CO2 steel.</p> <p>25%: at least one purchase agreement signed by the company with a steel supplier for the provision of low-CO2 steel is a binding contract for which timelines and scale of supply (e.g. volume of steel to be purchased per year) are publicly disclosed.</p> <p>25%: at least one purchase agreement signed by the company is for the provision of steel produced with new technologies for fossil-free steelmaking.</p>	<p>VW disclosed in its 2022 Sustainability Report (p. 71) "a cooperation between the Group subsidiary Scania and the start-up H2 Green Steel" for steel produced with green hydrogen. Volkswagen AG has also drawn up an MOU with Salzgitter AG, under which Volkswagen is to become one of the first customers for Salzgitter AG's low-CO2 steel. "The steel is to be produced on a new production route at Salzgitter AG's headquarters in Lower Saxony from the end of 2025." (p. 71). However, the scale of the agreements is unclear and the agreement does not appear to be a binding contract.</p> <p>2022 Sustainability Report https://uploads.vw-mms.de/system/production/documents/cws/001/644/file_en/7acea9ea244714660b1ba82d80e4acc4bc21c752/2022_Sustainability_Report.pdf?1687875516&disposition=attachment</p>	1.5

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volkswagen Analysis	Volkswagen Points
		2.3.4. The company integrates improved recyclability of steel into automobile design and manufacture.	2	<p>25%: the company discloses that it is implementing a closed-loop process for steel (no reference to post-consumer scrap).</p> <p>OR</p> <p>50%: the company provides detail on a closed-loop process it is implementing for steel (must include reference to post-consumer scrap).</p> <p>PLUS</p> <p>50%: the company provides detail of how it uses automotive and/or component design to improve the recyclability of steel.</p>	<p>Volkswagen's 2023 Sustainability Report (p83) mentions a closed loop process with respect to steel, but does not disclose information on this process or specifically say whether this process includes recycled post-consumer steel. There is no reference to the consideration of the recyclability of steel in design.</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p>	0.5
3.Fossil Free and Environmentally Sustainable Aluminium	3.1. Disclosure of scope 3 GHG emissions due to aluminium	3.1.1. The company discloses disaggregated GHG emissions for their aluminium supply chains.	1	<p>The following scores are absolute, not cumulative:</p> <p>100%: The company discloses scope 3 GHG emissions for purchased goods and services, disaggregated for their aluminium supply chains</p> <p>50%: The company discloses a Life Cycle Assessment (LCA) for at least one electric vehicle model that includes disaggregated data on the embodied GHG emissions from the aluminium used in that vehicle.</p>	Not disclosed.	0
		3.2. Target setting and progress towards fossil free and environmentally sustainable aluminium supply chains	2	<p>The scores below are not additive. They indicate specific thresholds for getting that percentage of points:</p> <p>100%: The company has a commitment to source 100% fossil free Aluminium by 2050 and 50% fossil free Aluminium by 2030.</p> <p>80%: the company has set a target that is aligned with Mission Possible 1.5 scenario all primary aluminium being produced with low-carbon power by 2035</p> <p>60%: the company has set a target that is aligned with First Movers Coalition guidance of 10% "low-CO2" primary aluminium by 2030 (definition of low-CO2 taken from First Movers Coalition, specifically < 3 tons CO2e/ton).</p> <p>40%: the company has an emissions reduction target for aluminium that is aligned with IEA Heavy Industry Guidance (27% emissions reduction by 2030 and 95% by 2050)</p> <p>20%: the company has a commitment to net zero aluminium by 2050 and/or a 2030 emissions reduction target for aluminium that is below the IEA Heavy Industry Guidance</p>	Not disclosed.	0
	3.2.2. The company publishes progress towards their target by disclosing the current percentage of low-co2 aluminium in their annual production cycle	1	<p>The following scores are absolute, not cumulative:</p> <p>100%: the company discloses the percentage of "low-CO2" aluminium in their supply chain (low-CO2 defined as either aluminium with a carbon footprint of less than 4 CO2e/t Al or aluminium that is produced with renewable electricity).</p> <p>50%: The company partially discloses the percentage of low-co2 aluminium for some elements within their annual production cycle.</p>	Not disclosed.	0	

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volkswagen Analysis	Volkswagen Points
		3.2.3. The company has a target to increase use of secondary/scrap aluminium by 2030.	2	These scores are not cumulative, they are thresholds for achieving a particular score. 100%: the company discloses a target for use of secondary or scrap aluminium that is aligned with IEA Net Zero 42% secondary/scrap by 2030. 50%: the company discloses a target for use of secondary or scrap aluminium that is less than IEA Net Zero 42% secondary/scrap by 2030.	Not disclosed.	0
		3.2.4. The company publishes progress towards their target by disclosing the current percentage of recycled aluminium used in its annual production cycle	1	100%: the company discloses the percentage of recycled aluminium in their annual production cycle including volumes of both pre- and post-consumer aluminium. 75%: the company discloses the percentage of recycled aluminium in their annual production cycle. 50%: the company partially discloses the percentage of recycled aluminium for some elements with their annual production cycle. NB: Total recycled/scrap steel volume is sufficient if total steel volume is disclosed.	Not disclosed.	0
	3.3. Use of supply chain levers to achieve fossil free and environmentally sustainable aluminium supply chains	3.3.1. The company participates in multi-stakeholder procurement initiatives to collaborate with other buyers to incentivise investment in and production of fossil free aluminium	1	100%: the company is a member of First Movers Coalition sector group on aluminum	Volkswagen is not a member of First Movers Coalition sector group on aluminum. https://initiatives.weforum.org/first-movers-coalition/community	0
3.3.2. The company participates in multi-stakeholder standard / certification initiatives to drive investment in and production of socially and environmentally sustainable aluminium		1	25%: the company is a member of the Aluminum Stewardship Initiative (ASI). 50%: the company actively engages their aluminum suppliers regarding ASI certification. 25%: the company has disclosed purchasing commitments for ASI certified aluminium. Note: 0.4 points modifier applied due to multistakeholder initiative assessment. See sheet 8.	Volkswagen is not a member of ASI. But its brand Audi is an ASI member. https://aluminium-stewardship.org/about-asi/members	0	
3.3.3. The company has entered into formal arrangements with suppliers to incentivise investment in and greater production of fossil free aluminium		2	50%: the company states that it has entered into a formal arrangement with at least one aluminum supplier to invest in and scale-up production of low-CO2 aluminium. 25%: at least one purchase agreement signed by the company with a aluminum supplier for the provision of low-CO2 aluminium is a binding contract for which timelines and scale of supply (e.g. volume of aluminium to be purchased per year) are publicly disclosed. 25%: at least one purchase agreement signed by the company is for the provision of aluminium produced with new technologies for fossil-free aluminium production.	Not disclosed.	0	

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volkswagen Analysis	Volkswagen Points
		3.3.4. The company integrates improved recyclability of aluminium into automobile design and manufacturing process.	2	<p>25%: the company discloses that it is implementing a closed-loop process for aluminum (no reference to post-consumer scrap).</p> <p>OR</p> <p>50%: the company provides detail on a closed-loop process it is implementing for aluminum (must include reference to post-consumer scrap).</p> <p>PLUS</p> <p>50%: the company provides detail of how it uses automotive and/or component design to improve the recyclability of aluminum. Note: this could include the development of new alloys.</p>	<p>A closed loop for aluminum was achieved for the first time in the Audi Neckarsulm plant in 2017 with the Aluminum Closed Loop Project (p. 88). In addition to the plant in Neckarsulm, the Audi plants in Ingolstadt and Győr and the multi-brand plant in Bratislava have also joined the Aluminum Closed Loop process. However, there is no detail on post-consumer scrap or how it uses design to improve aluminum recyclability.</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p>	0.5
4. Fossil Free and Environmentally Sustainable Batteries	4.1. Disclosure of scope 3 GHG emissions due to battery supply chains	4.1.1. The company discloses disaggregated scope 3 emissions for their battery supply chains, including a total for the whole battery and disaggregated emissions for key battery minerals (cathode / anode active materials)	1	<p>The following scores are absolute, not cumulative:</p> <p>100%: the company provides scope 3 GHG emissions their battery supply chain, disaggregated for cell production / manufacturing and key cathode / anode active materials (i.e. individual minerals) used in the battery</p> <p>75%: the company provides scope 3 GHG emissions their battery supply chain, disaggregated for cell production / manufacturing and cathode and anode active materials (as a total)</p> <p>50%: The company discloses scope 3 GHG emissions for purchased goods and services, disaggregated for their battery supply chain.</p> <p>25%: The company discloses a Life Cycle Assessment (LCA) for at least one electric vehicle model that includes disaggregated data on the embodied GHG emissions from the battery used in that vehicle.</p>	Not disclosed.	0
	4.2. Target setting and progress towards fossil free and environmentally sustainable battery supply chains	4.2.1. The company has set a target to produce fossil free and environmentally sustainable batteries.	1	<p>The scores below are not additive. They indicate specific thresholds for getting that percentage of points:</p> <p>100%: the company has a commitment to produce 100% fossil free batteries by 2050 and 50% fossil free batteries by 2030.</p> <p>50%: Alignment with IEA Heavy Industry Guidance (27% emissions reduction by 2030 and 95% by 2050)</p> <p>25%: Commitment below IEA Heavy Industry Guidance.</p>	<p><u>All suppliers (new contract awards) of high-voltage batteries are already contractually obliged to use certified power from renewable sources in their production processes (2023 Sustainability Report, p. 54) but does not make an overall commitment on emissions reduction in battery production.</u></p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p>	0
		4.2.2. The company has set a target to reduce reliance on energy intensive minerals in battery production.	1	<p>25%: statement of intent to reduce high intensity minerals in battery production (which may include a commitment to producing smaller batteries).</p> <p>25%: the company has set a disaggregated target for the reduction of primary sources of nickel in their supply chain.</p> <p>25%: the company has set a disaggregated target for the reduction of primary sources of lithium in their supply chain.</p> <p>25%: the company has set a disaggregated target for the reduction of primary sources of cobalt in their supply chain.</p> <p>Note: The final three scoring criteria can also be met by setting targets for increasing the % recycled nickel/lithium/cobalt used in new batteries.</p>	Not disclosed	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volkswagen Analysis	Volkswagen Points
		4.2.3. The company has set collection and/or recovery targets for high intensity battery metals.	1	<p>100%: the company has a medium term target of 95% recovery for cobalt & nickel with 70% lithium by 2030 (equal to that proposed by the EU) and a short term target of 90% recovery rate for cobalt & nickel and 35% lithium by 2025.</p> <p>25%: the company has set collection and/or recovery targets for high intensity battery metals that are lower and/or not disaggregated.</p>	<p>Volkswagen disclose that they opened the Group's first pilot facility for recycling high-voltage vehicle batteries at the start of 2021, where their objective is "industrialized recovery of valuable raw materials such as lithium, nickel, manganese and cobalt in a closed loop and also of aluminum, copper and plastic, with a recycling rate of more than 90% in the future." (2023 Sustainability Report, p. 86; 2022 Sustainability Report, p. 71). It also discloses that its vehicles registered in Europe comply with the European Directive on end-of-life vehicles, where passenger cars and light commercial vehicles must be 85% recyclable and 95% recoverable at end of life (p. 84). However, there is no specification of recovery rate target and timeline for high-intensity battery metals such as cobalt, nickel and lithium.</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p>	0.25
	4.3. Use of supply chain levers to achieve fossil free and environmentally sustainable battery supply chains	4.3.1. The company requires all battery manufacturers to use 100% renewable electricity	2	<p>100%: the company discloses a requirement that all battery manufacturers are required to use 100% renewable electricity.</p> <p>50%: the company discloses agreements/requirements for 100% renewable energy with some battery manufacturers</p> <p>25%: the company discloses agreements/requirements for reduced emissions with some battery manufacturers</p> <p>or</p> <p>50%: the company discloses a requirement that all battery manufacturers are required to be "carbon neutral", "net zero" or similar but does not define how they are using the term.</p>	<p>All suppliers (new contract awards) of high-voltage batteries are contractually obliged to use certified power from renewable sources in their production processes (2023 Sustainability Report, p. 54).</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p>	2
		4.3.3. Company enters into formal agreements (inclusive of joint ventures and investments) with extractives and other value chain companies to reduce the environmental impact of lithium sourcing.	1	<p>25%: the company has entered into contractual agreements for the purchase of low CO2 lithium. These agreements may include purchasing commitments, and/or other forms of investment, including R&D.</p> <p>25%: the company has entered into contractual agreements to reduce other environmental impacts of lithium sourcing, including by incorporating environmental conditions into contracts with suppliers.</p> <p>25%: the company discloses the specific areas or requirements that such environmental conditions included in contracts cover. This may include requirements regarding water usage, biodiversity, tailings management, etc. but the company must explain how these conditions address specific environmental risks associated with lithium sourcing.</p> <p>25%: The company engages in multi-stakeholder initiative(s) to reduce impacts on sourcing (e.g. emissions, water, biodiversity etc.). Any such initiatives must be specific to lithium mining / refining.</p>	<p>Volkswagen participates in multi-stakeholder initiative to reduce the impacts on sourcing: "together with other partners, VW has created the Responsible Lithium Partnership initiative, which works towards responsible use of resources and sustainable lithium production in Salar de Atacama in Chile" (2023 Sustainability Report, p. 127).</p> <p>In its 2023 Raw Material Report (p. 25-26), VW disclosed additional multi-stakeholder initiatives such as RMI Working Group on Lithium that it participates in. VM also discloses that PowerCo, which "vertically integrates the development and production of battery cells within the Volkswagen Group and is expected to start manufacturing in 2025", has reached purchase agreements with suppliers of battery raw materials and that the Volkswagen Group procurement team supports PowerCo with "ESG pre-checks" during the initial dialogue with potential suppliers.</p> <p>VW indicates that it includes IRMA standard as "a prerequisite for direct lithium procurement" and seeks a "contractual commitment to continuous improvement to increase the IRMA performance (2023 Raw Material Report, p. 25). However, there is no disclosure of specific low-carbon or other environmental requirements in purchase agreements/contracts with lithium suppliers.</p> <p>No purchase agreements for low co2 lithium are disclosed.</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p> <p>2023 Responsible Raw Materials Report (RMR) https://uploads.vw-mms.de/system/production/documents/cws/002/716/file_en/d4d4bc8b2aea8ace68435605a99ef6e9a9bbf973/2023_Volkswagen_Group_Responsible_Raw_Materials_Report_1.pdf?1719555968</p>	0.5

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volkswagen Analysis	Volkswagen Points
		4.3.4. Company enters into formal agreements (inclusive of joint ventures and investments) with extractives and other value chain companies to reduce the environmental impact of nickel sourcing.	1	<p>25%: the company has entered into contractual agreements for the purchase of low CO2 nickel. These agreements may include purchasing commitments, and/or other forms of investment, including R&D.</p> <p>25%: the company has entered into contractual agreements to reduce other environmental impacts of nickel sourcing, including by incorporating environmental conditions in contracts with suppliers.</p> <p>25%: the company discloses the specific areas or requirements that such environmental conditions included in contracts cover. This may include requirements regarding water usage, biodiversity, tailings management, etc. but the company must explain how these conditions address specific environmental risks associated with nickel sourcing.</p> <p>25%: The company engages in multi-stakeholder initiative(s) to reduce impacts on sourcing (e.g. emissions, water, biodiversity etc.). Any such initiatives must be specific to nickel mining / refining.</p>	<p>VW discloses (2023 Raw Material Report, p. 32) that the Volkswagen Group joined IRMA in 2022 and has since rolled out the IRMA standard across the battery supply chains through contractual obligations, and indicated challenges with the nickel supply chain as nickel mining companies are new to the IRMA standard. It is not clear whether this is included as requirement for nickel suppliers specifically.</p> <p>VW participates in the nickel working group of RMI (2023 Raw Material Report, p. 32).</p> <p>No purchase agreements for low co2 nickel are disclosed.</p> <p>2023 Responsible Raw Materials Report (RMR) https://uploads.vw-mms.de/system/production/documents/cws/002/716/file_en/d4d4bc8b2aea8ace68435605a99ef6e9a9bbf973/2023_Volkswagen_Group_Responsible_Raw_Materials_Report_1.pdf?1719555968</p>	0.5
		4.3.5. Company enters into formal agreements (inclusive of joint ventures and investments) with extractives and other value chain companies to reduce the environmental impact of cobalt sourcing.	1	<p>25%: the company has entered into contractual agreements for the purchase of low CO2 cobalt. These agreements may include purchasing commitments, and/or other forms of investment, including R&D.</p> <p>25%: the company has entered into contractual agreements to reduce other environmental impacts of cobalt sourcing, including by incorporating environmental conditions into contracts with suppliers</p> <p>25%: the company discloses the specific areas or requirements that the environmental conditions included in contracts cover. This may include requirements regarding water usage, biodiversity, tailings management, etc. but the company must explain how these conditions address specific environmental risks associated with cobalt sourcing.</p> <p>25%: The company engages in multi-stakeholder initiative(s) to reduce impacts on sourcing (e.g. emissions, water, biodiversity etc.)</p>	<p>VW discloses in its 2023 Raw Materials Report (p. 29-30) that, for cobalt, it seeks a "contractual commitment to international standards such as those developed by IRMA or RMI (RMAP)" and incorporates the IRMA standard into its supplier requirements. Following a supplier's commitment, VW "continuously monitors the supplier's progress towards its IRMA certification."</p> <p>VW also participates in the RMI Working Groups on cobalt and emerging mineral (2023 Raw Materials Report, p. 29). VW also continued to engage with the Cobalt for Development (C4D) initiative.</p> <p>No purchase agreements for low co2 cobalt are disclosed.</p> <p>2023 Responsible Raw Materials Report (RMR) https://uploads.vw-mms.de/system/production/documents/cws/002/716/file_en/d4d4bc8b2aea8ace68435605a99ef6e9a9bbf973/2023_Volkswagen_Group_Responsible_Raw_Materials_Report_1.pdf?1719555968</p>	0.5
		4.3.6. The company participates in multi-stakeholder initiatives to collaborate with other buyers to incentivise investment in and production of fossil free and environmentally sustainable batteries at scale.	1	100%: the company is a member of the Global Battery Alliance.	<p>Volkswagen is a member of the Global Battery Alliance.</p> <p>https://www.globalbattery.org/about/members/</p>	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volkswagen Analysis	Volkswagen Points
		4.3.7. The company invests in the development of new battery chemistries & technologies that reduce their overall material and carbon footprint by reducing the use of emissions-intensive minerals and toxic materials (such as persistent organic pollutants (POPs))	2	<p>25%: the company provides examples of R&D that they are conducting to develop new battery chemistries / technologies that reduce the use of emissions-intensive minerals and/or toxic pollutants. R&D could be done in house or via formal partnerships with battery manufacturers.</p> <p>25%: the company provides examples of the systems and processes it is developing to scale this R&D to commercial production.</p> <p>50%: the company has brought to market electric vehicles that utilize battery chemistries / technologies that meet the above criteria.</p>	<p>“The PowerCo cell factories have been designed on the basis of a technology matrix that will factor in more than 30 foreseeable product and process innovations by the end of the decade. These include, for example, more sustainable cell chemicals without cobalt or nickel, solid-state technology.” (2023 Sustainability Report, p. 55).</p> <p>VW also discloses that PowerCo is also working with a German partner to further develop and industrialize this manufacturing process (2023 Sustainability Report, p. 55).</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p>	1
		4.3.8. The company invests in the development of new battery designs, technologies, systems and/or processes to maximize the recyclability of EV batteries	1	<p>25%: the company provides examples of R&D that they are conducting in-house or in partnership with value chain partners to improve the safe and effective recycling of batteries (for example direct recycling).</p> <p>25%: the company provides examples of the systems and processes it is developing to scale this R&D to commercial production.</p> <p>50%: the company provides examples of battery recycling processes it has developed in-house or in partnership with value chain partners that have achieved recovery rates of at least 95% cobalt/nickel & 70% lithium. Note disclosed recovery rates achieved at the pilot / R&D stage are valid for points here. Disclosure of recycling rates achieved at commercial scale is evaluated in indicator 4.3.10.</p>	<p>Volkswagen states that “when developing new vehicles, we pay attention to the recyclability of the required materials” (2023 Sustainability Report, p. 84). It also states that “Volkswagen AG opened the Group’s first pilot facility for recycling high-voltage vehicle batteries at the Salzgitter site at the start of 2021. The objective is industrialized recovery of valuable raw materials such as lithium, nickel, manganese and cobalt in a closed loop and also of aluminum, copper and plastic. Moreover, in connection with this we develop various concepts for discharging and dismantling batteries and carry out investigations into the further recyclability of battery materials.” (p. 86). It doesn’t disclose the recovery rates that have been achieved so far.</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p>	0.5
		4.3.9. The company has established processes for battery repair, reuse and repurposing in order to maximize the usable lifespan of its EV batteries.	1	<p>25%: the company indicates that there are processes in place (such as inspection, design, access to battery information, collection and transportation, etc.) for repairing, reusing and/or repurposing batteries.</p> <p>25%: the company provides qualitative information about processes (including the establishment and operation of collection points) to increase the % of batteries being collected for reuse, repurposing and/or recycling</p> <p>50%: the company provides quantitative information about the collection of batteries (i.e total numbers and / or percentages of batteries collected)</p>	<p>VW states that “Batteries are only recycled in the pilot facility if they can no longer be used in other ways – for example, in reconditioned form in mobile energy storage systems such as flexible fast-charging stations or charging robots.” (2023 Sustainability Report, p. 86). This indicates that there is a process for repurposing batteries, e.g., for energy storage systems. It discloses that the Salzgitter facility “has been initially designed to recycle up to 3,600 battery systems per year in pilot operation” (p. 86), but doesn’t disclose information on processes to increase the % of batteries being collected or the number of batteries currently being collected.</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p>	0.25

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volkswagen Analysis	Volkswagen Points
		4.3.10. The company has established closed-loop processes in order to maximize the recycling of end-of-life EV batteries	1	<p>25%: the company indicates that there is a closed-loop process in place for recycling batteries (that involves recovering raw materials).</p> <p>25%: the company provides detail on the battery recycling process / method(s) used and discloses that they do not use incineration / high-temperature combustion processes.</p> <p>50%: the company provides quantitative information about the % of batteries currently being recycled (at commercial scale).</p>	<p>Volkswagen opened its first pilot facility for recycling high-voltage vehicle batteries at the Salzgitter site in 2021, which includes recovery of valuable raw materials. It has been initially designed to recycle up to 3,600 battery systems per year in pilot operation. It states that: "The separation and processing of the individual substances by hydrometallurgical processes – using water and chemical agents – is subsequently carried out by specialized partners." This process, Volkswagen states, "does not require energy-intensive melting in a blast furnace." (2023 Sustainability Report, p. 86). Volkswagen only discloses the number of batteries its facility can recycle (3,600), and on the projected future recovery rate (90%) but does not disclose quantitative information about current recycling rates.</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p>	0.5
5. Climate Lobbying		Performance Band (A+ to F) is a full measures of a company's climate policy engagement, accounting for both its own engagement and that of its industry associations.	Multiplier of total category score	A=1.3 B=1.2 C=1.1 N/D = 1 D=0.9 E= 0.8 F=0.7	<p>C- rating https://lobbymap.org/company/Volkswagen-9e7f6038049cce3caa35490440a6a54b</p>	1.1

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	VW Analysis	Volkswagen
1. Responsible Sourcing and Human Rights Due Diligence: General Indicators	1.1. Commit	1.1.1. The company has a public commitment to human rights.	1		100%: the company has a standalone human rights policy or other formal commitment that it will respect the Universal Declaration of Human Rights and the International Bill of Rights, or commit to the UN Guiding Principles on Business and Human Rights (UNGPs).	The company commits to respect human rights in the Code of Conduct of the Volkswagen Group (CoC): "We confirm our commitment to major international agreements and declarations, in particular the International Bill of Human Rights and the core labor standards of the International Labour Organization (ILO). Our entrepreneurial activities follow the UN Guiding Principles on Business and Human Rights..." (p. 9). Volkswagen also has a "Declaration by the Volkswagen Group on social rights, industrial relations and business and human rights" (Declaration on Social Rights) in which the company also commits to the Universal Declaration of Human Rights, the International Covenant on Civil and Political, the International Covenant on Economic, Social and Cultural Rights, The ILO core labor standards, and the UN Guiding Principles on Business and Human Rights, among others (p. 4). Code of Conduct of the Volkswagen Group https://www.volkswagen-group.com/en/publications/more/the-code-of-conduct-of-the-volkswagen-group-1882	1
		1.1.2. The company extends their human rights commitments to their Tier 1 suppliers and beyond.	2		50%: the company has a Supplier Code of Conduct (SCoC) or equivalent that is easily accessible from their website. The SCoC explicitly references the company's human rights policy or states that suppliers are required to respect and/or uphold all human rights. OR 25%: the company has a Supplier Code of Conduct (SCoC) or equivalent that is easily accessible from their website. The SCoC explicitly references human rights but only requires suppliers to respect a limited selection of human rights listed by the company. PLUS 50%: the company "requires" or otherwise mandates their suppliers to apply the requirements of the SCoC to their own suppliers. OR 25%: the company "expects" or "encourages" their suppliers to apply these standards to their own suppliers.	The company's Code of Conduct for Business Partners (CoC BP) does not explicitly reference the company's Declaration on Social Rights. Its "sustainability requirements" include a long list of selected human rights, but does not include a clear and express requirement for suppliers to respect and/or uphold all human rights. The company only requires some suppliers to pass on their requirements to their own suppliers: "The business partners are required to contractually pass on all sustainability requirements to those business partners (especially suppliers) that affect the contractual relationship with the Volkswagen Group" (CoC BP, p. 6). Suppliers are otherwise expected "to ensure, to the extent possible and reasonable, that the sustainability requirements are passed on to their business partners in the supply chain" (p. 6). Code of Conduct for Business Partners (CoC BP) https://www.volkswagen-group.com/en/publications/more/code-of-conduct-for-business-partner-1885	1
	1.2. Identify	1.2.1. The company has a process in place to assess salient human rights risks in their supply chain.	1		25%: the company states that there is a process in place for identifying salient human rights risks. 25%: the company explains its methodology for identifying risks (e.g. desktop review) and prioritising them. 25%: the company specifies how often they repeat this risk assessment. 25%: the company specifies if and how they engage with external human rights experts. Note: this engagement must be specific to the company and its supply chains to be scored here. Simply participating in a multistakeholder initiative that includes human rights experts is not sufficient, unless the company has articulated how it applies the information gained via these initiatives to their own supply chain. Finally, effective risk identification involves consultation with potentially impacted stakeholders. We have included additional indicators under each section below to reflect this.	The company has put in place a "Responsible Supply Chain System (ReSC System)" to avoid and minimise human rights risks. The company provides some level of detail about the process. A "regular risk analysis", is "made on the basis of the suppliers' business models and takes account of internal and external data on human rights and environmental risks (Sustainability Report, p. 121). The company also uses "continuous and risk-based media screening" of suppliers (p. 123). "The risk analysis is updated once a year and/or on an ad hoc basis by Group Procurement Sustainability in consultation with relevant parent companies of the Volkswagen Group." (p. 121). The methodology for identifying risks related to the company's raw materials supply chains is explained in detail in the company's 2023 Raw Materials Report. This includes prioritisation criteria: "we followed the OECD- compliant risk-based approach and developed a methodology to select priority raw materials based on the severity of potential human rights and environmental impacts. For the first risk assessment, we used databases such as Maplecroft's global risk data, raw material-specific risk analyses and other reports that outline ESG risks in supply chains. In addition, we reviewed cases from our grievance mechanism and gathered relevant data through outreach to stakeholders such as NGOs and n-tier suppliers. We also considered our leverage in raw materials supply chains, and at times prioritized raw materials where we considered the risk less severe but where we had high leverage. In these cases, we saw a clear opportunity to make a positive impact. In the reporting period, we reassessed our raw material prioritization. We extended the scope of the RMDMS and included two additional raw materials with particularly high levels of sustainability risks – cotton and magnesium – resulting in a total of 18 priority raw materials" (p. 12). The company does not specify if and how they engage with external human rights experts specifically as part of their risk identification process. 2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674 2023 Raw Materials Report (RMR) https://www.volkswagen-group.com/en/publications/more/responsible-raw-materials-report-2023-2716	0.75

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	VW Analysis	Volkswagen
		1.2.2. The company discloses the salient human rights risks in their supply chain and where they are located.	1		<p>The following scores are absolute not cumulative:</p> <p>25%: the company names the generic, salient risks in their supply chain (e.g. conflict minerals, forced labour, water security, etc.).</p> <p>50%: the company discloses where in their supply chain these risks occur, by reference to geographical location, material type, and/or tier. Note: greater level of specificity on all these elements is expected under indicator 2.2.2 on transition minerals risks.</p> <p>100%: the company provides additional description of these risks. Note: to score here, the description must be based on findings from the company's due diligence measures, and not constitute a generic description.</p>	<p>The company names the generic, "salient business and human rights issues" in its Sustainability Report (p. 117), but does not provide additional description of the risks in this document. However, in its 2023 Raw Materials Report, the company does disclose where in the supply chain these risks manifest, specifying material type, tier, and/or geographical location, and also provides additional description of these risks across different raw material supply chains from the company's due diligence measures. (Raw Materials Report, p. 25 to 58).</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p> <p>2023 Raw Materials Report https://www.volkswagen-group.com/en/publications/more/responsible-raw-materials-report-2023-2716</p>	1
		1.2.3. The company has a process for identifying high risk supplier categories in their supply chain.	1		<p>50%: the company outlines the process for how they identify high risk supplier categories in Tier 1 in order to prioritise differential assurance actions. This may include taking into account the leverage that the automotive company has to affect change (e.g. their annual spend, whether they are a primary or majority buyer, etc.), the geography of suppliers, and the severity of the risks that have been identified.</p> <p>25%: the company outlines how this process extends beyond tier 1. Note: this does not necessarily have to involve a process that extends to the point of extraction, as this is covered below in the transition minerals section.</p> <p>25%: the company outlines the types of differential assurance actions it uses to manage those risks. Note: to score here, it must do more than indicate that there are differential assurance actions, it must specify what those are.</p>	<p>The company outlines the process for identifying high risk supplier categories in Tier 1: "Based on the assessment of the risks, each supplier is allocated a low, medium or high sustainability risk. For suppliers with a low sustainability risk, a country risk score is additionally applied. If the supplier has an increased country risk, it is upgraded to the medium risk category (Sustainability Report, p. 121). The company uses a sustainability rating (S rating) for all suppliers with a high sustainability risk. "In an initial step, the risk exposure is identified from a combination of country risk and the supplier's corporate processes and policies. In addition, the companies' sustainability performance is checked in risk-based audits. We use data from a specialist service provider for the identification of the country risk. We check whether suppliers' corporate processes and guidelines meet our requirements by means of a standardized self-assessment questionnaire" (SAQ, based on the DRIVE Sustainability Working Group organized by CSR Europe). (p. 123).</p> <p>The company outlines how this process extends beyond tier 1, particularly in relation to its raw materials supply chains: "We want to address human rights risks in the upstream supply chain and beyond our contractual relationships. To this end, we get involved in various initiatives and local projects – both on a cross-industry and a raw-material-specific basis. We present details on this in our Responsible Raw Materials Report." (p. 126). Further detail is included in the Raw Materials Report.</p> <p>The company states that "based on the risks identified, a package of measures for preventing and mitigating risks is assigned to the suppliers in the respective business models and countries." The company describes the range of assurance measures, including "standard measures" and "deep dive measures" (Sustainability Report, p. 121). The company's 2023 Raw Materials Report outlines the risk mitigation measures they use for each one of the assessed raw materials.</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p>	1
	1.3. Prevent, Mitigate and Account	1.3.1. The company assesses the risk of adverse human rights impacts with suppliers prior to entering into any contracts.	2		<p>25%: the company outlines the process to assess risks at individual suppliers. This may include supplier questionnaires, audits, etc. Note: it is not enough for companies to state that they assess suppliers prior to entering into any contracts, they must outline how this assessment occurs. Secondly, a requirement that suppliers sign a statement confirming their compliance is not sufficient risk assessment. Similarly, companies must outline how they verify information provided in supplier self-assessment questionnaires.</p> <p>25%: the company provides quantitative information of the number of potential new suppliers assessed, and the tier that they belong to.</p> <p>25%: the company provides quantitative information on the number of potential new suppliers where non-conformances were found. Note: the action taken to respond to these findings is addressed by indicators below.</p> <p>25%: this process extends beyond tier 1 to tier 2 at a minimum.</p>	<p>Volkswagen states that "Before submitting a quote, our suppliers must confirm that they accept our sustainability requirements in the Code of Conduct for Business Partners." (Sustainability Report, p. 122). Prospective suppliers must respond to the Drive Sustainability' standardized self-assessment questionnaire (SAQ). The company specifies that "the information and documents in the SAQ are checked and validated by a service provider via a central platform. If a supplier states that it has appropriate processes and policies, it must prove this with documents". (p. 123).</p> <p>The company's S rating "is directly relevant to awarding contracts. The result of the S rating is divided into three rating categories: Suppliers with an A or B rating meet our requirements to a sufficient degree and are thus eligible for the award of contracts. If a supplier does not meet our requirements for compliance with sustainability standards (C rating), it is fundamentally not eligible for the award of contracts." (p. 123).</p> <p>The company discloses that, "By the end of the reporting period, a total of more than 14,953 direct suppliers had completed a SAQ in connection with the S rating." (p. 123-24). Of these, 26% were new direct suppliers assessed for the first time in the reporting year (p. 130). However, the company does not disclose the number of potential new suppliers where non-conformances were found (the company does disclose that 38 suppliers were rated C, but it is not clear whether any of these were potential new suppliers).</p> <p>This process may extend to Tier 2 suppliers: "The business partners take appropriate and adequate measures that give the Volkswagen Group the right to carry out similar assessments of their business partners if this is necessary for the fulfilment of legal obligations." (CoC BP, p. 40).</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p> <p>Code of Conduct for Business Partners (CoC BP) https://www.volkswagen-group.com/en/publications/more/code-of-conduct-for-business-partner-1885</p>	1.5

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	VW Analysis	Volkswagen
		1.3.2. The company discloses how it monitors suppliers for compliance with the SCoC during the contract period.	2		<p>20%: the company indicate that there is a process in place to monitor compliance.</p> <p>20%: the company provides details on the process (e.g. tools, technologies and sources of information they use, auditing practices, how they select suppliers to audit, how often these audits take place, etc).</p> <p>20%: the company provides quantitative information on the number of suppliers assessed for compliance and the tiers that are assessed. Note: this indicator refers to quantitative assessment tools (e.g. surveys).</p> <p>20%: the company provides quantitative information of the number of suppliers audited and the tiers that are audited. Note: this indicator refers to on-site audits.</p> <p>20%: the company provides quantitative information on non-conformances found. Note: the action taken to respond to these findings is addressed by indicators below.</p> <p>Notes: Quantitative information on assessments and audits can be provided as a percentage of suppliers assessed / audited or as a number. If the company provides a number of suppliers assessed / audited, they must also provide the total number of suppliers.</p> <p>For due diligence to be effective, it must involve potentially impacted stakeholders and/or their representatives. This is scored under each of the sections listed below.</p>	<p>Volkswagen specifies that it might verify compliance by suppliers "by means of a risk assessment of the relevant business partner's area of responsibility, a self-assessment by the business partner and/or by deploying experts locally (on-site assessment)." (CoC BP, p. 40) The company also uses media screening: "Group Procurement Sustainability carries out continuous and risk-based media screening of relevant suppliers using an IT tool. If the tool identifies indications of possible breaches of our Code of Conduct for Business Partners, these are reviewed and, if necessary, processed in the supply chain grievance mechanism." (Sustainability Report, p. 123).</p> <p>In relation to raw materials, the company state that they use "service providers who, for example, enable suppliers to be comprehensively audited using artificial intelligence and media screenings", "permanent monitoring of freely available internet sources, including social media" is also used for "indications of possible breaches by suppliers." (Sustainability Report, p. 126). The company's Raw Materials Report provides more detail about monitoring tools (p. 14)</p> <p>The company discloses that, in 2023, more than 33,000 suppliers were part of the continuous media screenings, amounting to 89% of the total procurement volume in the reporting year. In addition, 14,953 direct suppliers completed the company's SAQ (Sustainability Report, p. 123-4). The company also discloses that a total of 112 audits were conducted in 2023, "in connection with the S rating, the human rights focus system and the supply chain grievance mechanism". (Sustainability Report, p. 129). As the company discloses elsewhere that it has a total of 63,000 suppliers, it is possible to calculate the percentage of suppliers both assessed through the SAQ and audited. However, in relation to audited suppliers, the company does not specify the tier.</p> <p>The company indicates that 64 of the audits identified "substantial negative environmental and/or social impact" (Sustainability Report, p. 129). Elsewhere in its Sustainability Report the company discloses that, of 89 audits carried out in relation to its S rating, "On average, seven breaches of our sustainability requirements were identified per audit" and "More than two-thirds of all breaches were identified in the categories of "working hours and overtime," "fire safety and emergency evacuation" and "occupational health and safety." This allows for an estimate of the total number of non-conformances found (i.e. 623).</p> <p>Code of Conduct for Business Partners (CoC BP) https://www.volkswagen-group.com/en/publications/more/code-of-conduct-for-business-partner-1885</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p> <p>2023 Raw Materials Report (RMR) https://www.volkswagen-group.com/en/publications/more/responsible-raw-materials-report-2023-2716</p>	1.6
		1.3.3. The company reports on how it is prepared to respond if it finds non-conformances with the SCoC	1.5		<p>This indicator relates to the contractual relationship between suppliers and the auto-manufacturer. It applies to all tiers to the point of extraction where there is, or there might be, a direct relationship between the auto manufacturer and the supplier.</p> <p>33%: the company discloses that suppliers will be subject to corrective action plans if non-conformances are identified.</p> <p>33%: the company discloses specific actions it will take in response to adverse human rights impacts and/or other human rights related contractual breaches by suppliers (for example, stop-work notices, warning letters, supplementary training, policy revision and termination of the contract).</p> <p>33%: the company discloses the number of corrective action plans or equivalent issued during the reporting year.</p> <p>Note: this is distinct from providing remedy to impacted stakeholders.</p>	<p>Findings of non-compliance during pre-contractual assessments may be followed by "a risk assessment of the relevant business partner's area of responsibility, a self-assessment by the business partner and/or by deploying experts locally (on-site assessment)." Resulting measures, if any, become binding as part of the contract, and the supplier is required to remedy any violations or risk of violations within its own business or in its supply chain within a reasonable period of time (CoC BP, p. 40). In relation to potential new suppliers, the company also states "If there are serious breaches, it is possible to temporarily block suppliers from eligibility for the award of new contracts ..." (Sustainability Report, p. 123).</p> <p>The company also outlines its response to breaches by existing suppliers. This might lead to Volkswagen taking "prompt and appropriate measures to prevent, stop or minimise the extent of such violation." "The business partner is obligated in this case to take all appropriate measures to prevent, stop or minimise the extent of such violation." Supplier training is also envisaged. "If the nature of the violation is such that it cannot be terminated in the foreseeable future, the business partner prepares and implements a plan (including a specific schedule) to stop or minimise the violation without undue delay. If required by law, the Volkswagen Group shall be appropriately involved in the preparation of the plan." (CoC BP, p. 42). Volkswagen might also consider "Requesting implementation of improvement measures; verifying highlighted improvements/measures; excluding the business partner from new orders and; terminating the contract". (CoC BP, p. 44).</p> <p>The company also outlines its response to on-site audit results of less than 100%, 80%, and 60%, including the elaboration of action plans, re-audits, lowering of the S ratings, etc. (Sustainability Report, p. 124). In relation to raw materials supply chains, the company states in its Raw Materials Report that "All audits of direct suppliers carried out on behalf of the Volkswagen Group are accompanied by a Corrective Action Plan (CAP)" (p. 14).</p> <p>The company does not disclose the number of corrective action plans or equivalent issued during the reporting year.</p> <p>Code of Conduct for Business Partners (CoC BP) https://www.volkswagen-group.com/en/publications/more/code-of-conduct-for-business-partner-1885</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p> <p>2023 Raw Materials Report (RMR) https://www.volkswagen-group.com/en/publications/more/responsible-raw-materials-report-2023-2716</p>	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	VW Analysis	Volkswagen
		1.3.4. The company discloses how they verify the implementation of corrective actions.	1		<p>The following scores are absolute, not cumulative: 100%: the company discloses the types of actions that it undertakes across its whole supply chain to verify whether corrective actions have occurred. 25%: the company only a subset of the types of actions that it undertakes to verify whether correction actions have occurred (e.g. audits) and/or only discloses the types of actions that it undertakes for certain supply chains and/or materials to verify whether corrective actions have occurred.</p> <p>Note: successful corrective measures involve impacted stakeholders and/or their representatives. Their involvement is scored under each section below.</p>	<p>Volkswagen only discloses information relating to its raw materials supply chains: "All audits of direct suppliers carried out on behalf of the Volkswagen Group are accompanied by a Corrective Action Plan (CAP) and the effectiveness of the implemented measures is verified by the auditor in re-audits (as part of a desktop review or a further on-site audit)." (Raw Materials Report, p. 14).</p> <p>2023 Raw Materials Report (RMR) https://www.volkswagen-group.com/en/publications/more/responsible-raw-materials-report-2023-2716</p>	0.25
	1.4. Remedy	1.4.1. The company has put in place a formal mechanism whereby workers, suppliers, suppliers' workers (in any tier) and other external stakeholders can raise grievances regarding adverse human rights impacts in their supply chain to an impartial entity.	2		<p>10%: if the company only has an in-house mechanism</p> <p>20%: the company has put in place an independent, formal mechanism to report a grievance to an impartial entity regarding human rights in the company's supply chains.</p> <p>20%: The mechanism is available to its workers, suppliers, suppliers' workers (in any tier) and other external stakeholders (e.g. whistleblower hotline).</p> <p>50%: the company communicates how the existence of the mechanism is communicated to its suppliers' workers and other impacted stakeholders. Note: simply posting it on the website is not enough.</p> <p>The involvement of impacted stakeholders and their legitimate representatives (e.g. workers, indigenous communities, etc.) in the design, review, operation and ongoing improvement of grievance mechanisms is central to their efficacy. As such, additional indicators have been included under each focus area regarding the specific integration of feedback from different stakeholder groups.</p>	<p>The company has put in place the "Volkswagen Group Whistleblower System" for "business partners, customers and other third parties". "In the event of specific indications of potential misconduct by employees of the Volkswagen Group, or of the business partner or its business partners in turn ... the Volkswagen Group offers all stakeholders the possibility to report such misconduct to the Volkswagen Group Whistleblower System." (CoC BP, p. 48).</p> <p>The company specifies that "Business partners should provide their employees with unhindered access to the Whistleblower System implemented" and that they "undertake to contractually pass on the obligations referred to in the preceding sentence to its suppliers" (p. 48). However, the company does not explain how it communicates the existence of the Whistleblower system to suppliers' workers and other impacted rightsholders.</p> <p>The company offers "experienced external lawyers" who "act as neutral mediators (ombudspersons)". "As legal counsel, they are tasked with receiving reports about possible infringements of laws, internal rules or other conduct damaging to the Volkswagen Group. ... the ombudspersons forward all information agreed with the whistleblower – anonymously if the whistleblower so wishes – to our Whistleblower System for further processing" (p. 56).</p> <p>Code of Conduct of the Volkswagen Group https://www.volkswagen-group.com/en/publications/more/the-code-of-conduct-of-the-volkswagen-group-1882</p>	1
		1.4.2. The company discloses data about the practical operation of their grievance mechanism, such as the number of grievances filed, addressed, and resolved, their type, severity and outcome.	1		<p>25%: The company provides quantitative information about the total number of grievances raised during the reporting year.</p> <p>50%: The company provides disaggregated information about the total number of supply chain grievances raised, with detail as to their type, severity and tier</p> <p>25%: the company provides information about the number of supply chain grievances resolved. The indicator below seeks greater detail as to the concrete measures of reparation offered.</p>	<p>Volkswagen discloses that, in 2023, 4,120 pieces of whistleblower information were received. 171 of these cases involved potentially serious breaches of rules (Sustainability Report, p. 114).</p> <p>Regarding the supply chain, the company also specifies that "In the reporting period, 219 reports of breaches were dealt with. The company provides a breakdown by type, tier, and geographical location (p. 128) and reports that, "in total, three suppliers were blocked from eligibility for the award of new contracts due to serious breaches." (p. 123). However, the company does not explain how all the grievances were resolved.</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p>	0.75

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	VW Analysis	Volkswagen
		1.4.3. The company has put in place a remedy process.	2		<p>50%: the company discloses the process for determining remedy. This should indicate in general terms:</p> <ul style="list-style-type: none"> - 25%: how they investigate an issue that is raised and escalate the issue within the company - 25%: how they determine appropriate remedy <p>50%: the company discloses information on the the measures of reparation for human rights abuses provided through its remedy process:</p> <ul style="list-style-type: none"> - 25%: The company discloses information about the number of confirmed human rights grievances in its supply chain that resulted in measures of reparation to those affected, or in a request for suppliers to provide reparation. - 25%: The company provides one or more qualitative case studies to illustrate reparations in action (where there have been no cases resulting in measures of reparation that year, case studies from previous years to illustrate the process will suffice). Note: this information can be anonymised, to protect the identity of those involved. 	<p>The company describes the investigation process on its dedicated Whistleblower website. The company's "Rules of Procedure for the Volkswagen Group Complaints Procedure" explain the procedure in further detail (p. 7-8). This includes the process for determining remedy (p. 7).</p> <p>Information about measures of reparation is not provided.</p> <p>Whistleblower (website) https://www.volkswagen-group.com/en/our-whistleblower-system-16041</p> <p>Rules of Procedure https://www.volkswagen-group.com/en/publications/more/rules-of-procedure-for-the-volkswagen-group-complaints-procedure-2007</p>	1
2. Responsible Sourcing of Transition Minerals	2.1. Commit	2.1.1. The company has a commitment to responsible metals and minerals sourcing.	1		<p>The following scores are not cumulative, they are absolute:</p> <p>100%: the company has a standalone responsible minerals sourcing policy or their human rights policy includes a section on the responsible sourcing of minerals and metals that applies to all minerals and metals.</p> <p>75%: the company has a standalone responsible minerals sourcing policy or their human rights policy includes a section on the responsible sourcing of minerals and metals that goes beyond "conflict minerals" to include some other minerals or metals (e.g. includes cobalt).</p> <p>50%: the company has a standalone responsible minerals sourcing policy or their human rights policy includes a commitment to the responsible sourcing of "conflict minerals" only.</p>	<p>Volkswagen does not reference responsible mineral sourcing in its Declaration on Social Rights. However, the company has put in place "an OECD-oriented raw materials due diligence management system" to "identify, assess and avoid actual and potential human rights risks in their upstream raw material supply chains." (Sustainability Report, p. 126). The company expands on its responsible raw materials sourcing policy and approach in its Raw Materials Reports. It states that its raw materials sourcing policy is currently being reviewed and will be updated in 2024 (p. 8).</p> <p>Volkswagen Group's Raw Materials Due Diligence Management System (RMDDMS) covers "18 raw materials identified as priority raw materials and their respective supply chains (Raw Materials Report, p. 8). This is not limited to conflict minerals.</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p> <p>2023 Raw Materials Report (RMR) https://www.volkswagen-group.com/en/publications/more/responsible-raw-materials-report-2023-2716</p>	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	VW Analysis	Volkswagen
		2.1.2. The company requires its suppliers to undertake due diligence in accordance with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from Conflict-Affected and High Risk Areas (CAHRAs)	2		<p>50%: Implementation of the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from CAHRAs:</p> <ul style="list-style-type: none"> - 50%: the SCoC requires suppliers to undertake due diligence in accordance with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from CAHRAs in relation to all salient metals and minerals from anywhere. <p>OR</p> <ul style="list-style-type: none"> - 25%: the SCoC requires suppliers to undertake due diligence in accordance with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from CAHRAs in relation to all metals and minerals from CAHRAs. <p>OR</p> <ul style="list-style-type: none"> - 10%: the SCoC requires suppliers to undertake due diligence in accordance with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from CAHRAs in relation to tin, tungsten, tantalum, and gold (3TGs) from CAHRAs. <p>50%: Implementation of Due Diligence:</p> <ul style="list-style-type: none"> - 25%: the company requires suppliers to have a due diligence process in place to identify raw materials sources, specifically, conducting due diligence on Smelter or Refiners (SoRs) in their supply chain (this may include the use of third party certification, etc). - 25%: the company requires suppliers to disclose smelter/refiner information. 	<p>The company's CoC BP requires suppliers to undertake due diligence in accordance with the OECD Due Diligence Guidance only in relation to the 3TG from CAHRAs.: "comply in particular with their due diligence obligations as described in the "OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from Conflict-Affected and High-Risk Areas" regarding relevant raw materials (CoC BP, p. 38). Specifically, suppliers are required to only use tin, tungsten, tantalum and gold from smelters or refineries that meet the requirements of the "OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from Conflict-Affected and High-Risk Areas" as assessed by the Responsible Mineral Initiative (RMI) or similar organisations (CoC BP, p. 16).</p> <p>The CoC BP also requires suppliers to "disclose information on their supply chains to the Volkswagen Group", to "impose a corresponding disclosure obligation on their suppliers, which they in turn are required to pass on to their suppliers." "This may require in particular that business partners disclose their supply chain to the Volkswagen Group up to the material origin (including choke points like smelters and refiners) and provide evidence of management systems or third-party verifications demonstrating processes that prevent or mitigate sustainability risks in the supply chain." (CoC BP, p. 38).</p> <p>Code of Conduct for Business Partners (CoC BP) https://www.volkswagen-group.com/en/publications/more/code-of-conduct-for-business-partner-1885</p>	1.2

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	VW Analysis	Volkswagen
	2.2. Identify	2.2.1. The company has a process in place to map transition minerals (e.g. nickel, lithium, cobalt, copper, manganese, zinc) in their supply chains to the point of extraction.	2		<p>25%: the company discloses that they have a process in place to map transition minerals supply chains back to the point of extraction.</p> <p>25%: the company provides detail on the processes that they have put in place to map their transition minerals supply chains to the point of extraction.</p> <p>25%: the company discloses the portion of the transition minerals supply chain that they have mapped to the point of extraction. Note: this could be by specifying which supply chains they have mapped, a percentage of total suppliers mapped, etc.</p> <p>25%: the company discloses concrete information from their mapping (e.g. primary country of origin).</p> <p>MODIFIER: In order to achieve full credit the mapping must cover at least the three focus minerals that are of significant industry and stakeholder focus given outsized volume and/or impacts: cobalt, nickel & lithium. Companies that map two of fewer minerals will receive half scores.</p>	<p>Volkswagen states that they have a “battery materials mapping and auditing program” (Raw Materials Report, p. 18). The company offers some detail about their mapping efforts in relation to specific raw materials, including the use of “battery raw materials specification sheets”, e.g. for lithium, cobalt, and nickel (Raw Materials Report, p. 26, 29, and 32, respectively). These efforts go all the way to the point of extraction. The company states that “Initially, the Volkswagen Group’s battery audit program focused on cobalt due to the severity of the human rights risks associated with this mineral. From there, we covered other battery raw materials and have worked our way up the supply chain, moving from our battery suppliers to precursors, refiners, treatment units and mine sites.” (p. 15). While Volkswagen discloses some detail from its mapping, this is not always complete, or consistent across raw materials.</p> <p>2023 Raw Materials Report https://www.volkswagen-group.com/en/publications/more/responsible-raw-materials-report-2023-2716</p>	1.5
		2.2.2. The company discloses transition minerals risks in their supply chain and where they are located.	1		<p>50%: the company describes the risks of sourcing from CAHRAs in their supply chains, specifying the minerals and countries of origin (potentially) involved.</p> <p>50%: the company discloses broader risks from transition minerals in their supply chains and where these are located, by reference to material type, tier, and geographical location.</p>	<p>The company discloses that it sources transition minerals from CAHRAs, including 3TG and cobalt, and describes the risks associated with them in its Raw Materials Report (p. 28, 36). The company discloses broader risks from transition minerals under the categories “Human Rights”, “Working Conditions” and “Communities’ Rights” (p. 11). The company discloses the specific materials supply chains where these risks are present, and there are references to countries of origin and tiers, although it is noted that this is not consistently disclosed across all minerals</p> <p>2023 Raw Materials Report https://www.volkswagen-group.com/en/publications/more/responsible-raw-materials-report-2023-2716</p>	1
		2.2.3. The company publishes a list of smelters or refiners (SoR) in its supply chain	1		<p>100%: the company publishes a complete list of smelters/refiners in their supply chain for at least 3TG minerals.</p> <p>50%: the company publishes a partial list of smelters/refiners in their supply chain. Note: to score here, the company must disclose a significant number of SoRs.</p>	<p>Volkswagen publishes a list of 3TG smelters in the company's 2023 Raw Materials Report (Annex III).</p> <p>2023 Raw Materials Report https://www.volkswagen-group.com/en/publications/more/responsible-raw-materials-report-2023-2716</p>	1
		2.2.4. The company discloses which of the SoRs in its supply chain are conformant with the Responsible Minerals Initiative (RMI).	1	0.4	<p>100%: the company discloses information on RMI conformance for all of the SoRs identified in their supply chain.</p> <p>50%: the company only discloses information on RMI conformance for some of the SoRs in its supply chain or only discloses information on RMI conformance on an aggregate / percentage basis</p>	<p>The company discloses that “Of the smelters identified in our supply chain, nearly 63% were RMAP-conformant as of the end of 2023.” (Raw Materials Report, p. 37).</p> <p>2023 Raw Materials Report https://www.volkswagen-group.com/en/publications/more/responsible-raw-materials-report-2023-2716</p>	0.2

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	VW Analysis	Volkswagen
	2.3. Prevent, Mitigate and Account	2.3.1. The company discloses how it monitors suppliers for compliance with the transition minerals due diligence requirements.	2		See general HR indicators	See general HR indicators	1.6
		2.3.2. The company formally engages SoRs to build their capacity to conduct due diligence of their own supply chains.	2		<p>25%: the company discloses that it participates in industry wide schemes that engage with smelters/refiners on their compliance with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from CAHRAs.</p> <p>25%: the company specifies that it engages directly with SoRs to build their capacity to conduct due diligence.</p> <p>50%: the company provides detail on how it engages with SoRs to build their capacity</p>	<p>Volkswagen participates in RMI (Raw Materials Report, p. 21): “we are focusing on increasing the number of RMAP-compliant smelters through our participation in the RMI.” “the Volkswagen Group continued to participate in the smelter engagement team and the gold team of the Responsible Minerals Initiative (RMI). Together with other RMI members, we worked with a number of our smelters to encourage them to undergo the RMI’s Responsible Minerals Assurance Process” (p. 37).</p> <p>The company does not appear to engage with SoR directly.</p> <p>2023 Raw Materials Report https://www.volkswagen-group.com/en/publications/more/responsible-raw-materials-report-2023-2716</p>	0.5
		2.3.3. The company formally engages extractives companies and includes human rights clauses in any contractual arrangements.	2		100%: the company discloses that it has entered into direct agreements with extractives companies for the sourcing of transition minerals and that these contracts include human rights clauses.	<p>Volkswagen states that “In 2023, the Volkswagen Group did not directly source any battery raw materials”. However, it also informs that “In the reporting period, PowerCo entered into purchasing agreements with suppliers of battery raw materials that will begin supplying PowerCo in 2025 (Raw Materials Report, p. 25). The company does not specify whether these agreements contain human rights clauses, and it does not provide details as to extractive companies and name/location of the relevant mine/s.</p> <p>2023 Raw Materials Report https://www.volkswagen-group.com/en/publications/more/responsible-raw-materials-report-2023-2716</p>	0
		2.3.4. The company is a member of IRMA and actively engages their suppliers with regards to IRMA mining audits. Note: IRMA does not excuse companies from doing their own supply chain due diligence	2	0.8	<p>25%: The company is a member of IRMA.</p> <p>50%: The company actively engages their suppliers regarding suppliers’ certification by IRMA.</p> <p>25%: the company discloses a commitment to source a percentage of metals from IRMA certified mines by a certain date.</p>	<p>Volkswagen is a member of IRMA. The company states, “The Volkswagen Group has committed to gradually applying the IRMA Standard for Responsible Mining in its battery supply chains, ensuring that, in high-risk regions, sourcing battery raw materials is restricted to material originating from mines that are audited against the IRMA Standard.” (Raw Materials Report, p. 21).</p> <p>The company actively engages suppliers regarding IRMA certification: “IRMA standard is a prerequisite for direct lithium procurement. In the reporting period, we continued to promote the IRMA standard among tier-n suppliers and conducted meetings with two lithium mining companies and two midstream companies to follow up regarding their progress with IRMA assessment.” (p. 25). This also apply to other raw materials e.g. cobalt (p. 29), nickel (p. 32), etc.</p> <p>However, the company does not disclose a commitment to source a percentage of metals from IRMA certified mines by a certain date.</p> <p>2023 Raw Materials Report https://www.volkswagen-group.com/en/publications/more/responsible-raw-materials-report-2023-2716</p>	1.2
		2.3.5. The company reports on how it is prepared to respond if it finds non-conformances associated with its responsible minerals sourcing policy occurring in its operations or supply chains.	1.5		See general HR indicators	See general HR indicators	1
		2.3.6. The company discloses how they verify the implementation of corrective actions.	1		See general HR indicators	See general HR indicators	0.25

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	VW Analysis	Volkswagen
	2.4. Remedy	2.4.1. The company has put in place a formal mechanism whereby grievances can be raised about SoR facilities.	1		<p>50%: the company has put in place an independent, formal grievance mechanism that applies specifically to SoRs. This mechanism may be run in conjunction with other auto manufacturers. Note: this is in addition to any generic grievance mechanism that can be accessed by external stakeholders.</p> <p>50%: the company discloses how they review and investigate grievances raised through this mechanism.</p>	Not disclosed	0
3. Indigenous Peoples' Rights and Free Prior and Informed Consent (FPIC)	3.1. Commit	3.1.1. The company explicitly commits to respecting the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP).	1		100%: the company has an explicit commitment to the UNDRIP in their human rights policy and/or in a standalone Indigenous Peoples' rights policy.	Volkswagen does not have a commitment to the UNDRIP.	0
		3.1.2. The company has a public commitment to FPIC.	1		<p>100%: the company has an explicit commitment to FPIC in their human rights policy and/or in a standalone Indigenous Peoples' rights policy. Note: to score full points, the commitment must be unqualified.</p> <p>25%: the company has an explicit commitment to FPIC in their human rights policy and/or in a standalone Indigenous Peoples' rights policy, but it is qualified (e.g. it allows for only consultation in practice, it is expected only in certain circumstances, it applies only to certain parts of the supply chain, etc.)</p>	Volkswagen does not have a commitment to FPIC.	0
		3.1.3. The company extends their commitment on Indigenous Peoples' rights to their Tier 1 suppliers	2		<p>The SCoC or responsible sourcing policy explicitly references the UNDRIP (50%) and FPIC (50%).</p> <p>MODIFIER: Points will be halved if the policy is qualified.</p>	<p>Under a sub-heading "Minorities, vulnerable groups and indigenous people", the company's CoC BP requires suppliers to "respect the rights of minorities, vulnerable groups and local communities to decent living conditions." (p. 32) However, this neither references nor requires FPIC nor respect for UNDRIP.</p> <p>Code of Conduct for Business Partners (CoC BP) https://www.volkswagen-group.com/en/publications/more/code-of-conduct-for-business-partner-1885</p>	0
		3.1.4. These commitments are translated into the languages used by the impacted Indigenous Peoples.	1		<p>50%: the company requires suppliers to translate these commitments to the languages of the impacted Indigenous Peoples.</p> <p>50%: the company requires that these translations are actively made available to the impacted Indigenous Peoples.</p>	Not disclosed	0
	3.2. Identify	3.2.1. The company has a process in place to assess risks to Indigenous Peoples' rights in their supply chain to the point of extraction.	1		<p>25%: the company discloses that their process for mapping their supply chains to the point of extraction (row 16) explicitly includes FPIC and other indigenous rights issues.</p> <p>25%: the company discloses where in the supply chain these risks occur.</p> <p>25%: the company discloses how they use this mapping to identify high risk suppliers.</p> <p>25%: the company provides case studies of this process in practice</p>	Volkswagen names risks to Indigenous Peoples' rights in its risk identification process for its raw materials supply chains. However, the company does not explicitly mention FPIC, or reveals FPIC risks in its supply chains. The company does not disclose whether Indigenous Peoples are involved in the risk identification process.	0
	3.3. Prevent, Mitigate and Account	3.3.1. The company provides additional discussion regarding the practices by which suppliers must obtain FPIC	1		<p>100%: the company discloses a process. This process must explicitly specify that any FPIC process must reach and engage impacted Indigenous Peoples.</p> <p>25%: the company states a process and/or expectation but it is limited in its application.</p>	Not disclosed	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	VW Analysis	Volkswagen
		3.3.2. The company is a member of a multi-stakeholder group (e.g. IRMA) that includes the participation of Indigenous Peoples to ensure respect of Indigenous Peoples' rights at the point of extraction.	2		Refer to Responsible Sourcing of Transition Minerals indicators.	Refer to Responsible Sourcing of Transition Minerals indicators.	1.2
		3.3.3. The company has a formal process in place to engage critical upstream suppliers on FPIC (e.g. extractives companies)	2		<p>This score relates to direct engagement by the company with extractives companies. It is in addition to their membership of IRMA.</p> <p>25%: the company formally engages significant suppliers regarding FPIC.</p> <p>25%: the company states that they formally review company documents (e.g. meeting minutes) to ensure that Indigenous Peoples' FPIC has been provided.</p> <p>50%: the company engages directly with representatives of Indigenous Peoples affected by mining operations to review that regular engagement and consultation take place, community needs are responded to, and there continues to be FPIC.</p>	Not disclosed	0
		3.3.4. The company reports on how it is prepared to respond if it finds FPIC breaches in its supply chain.	1		<p>The indicators in HR general provide a baseline for this. In addition:</p> <p>100%: the company must specify that cutting off sourcing from a particular upstream supplier should only occur if this is sought by the affected indigenous community - it should not be solely determined by the auto manufacturer.</p>	Not disclosed	0
	3.4. Remedy	3.4.1. The company's grievance mechanism has a process for investigating and remedying breaches of FPIC that includes a formal role for impacted Indigenous Peoples.	1		<p>Grievances and remedy are part of FPIC considered as a process not a point in time.</p> <p>50%: the company specifies that the process must reach and engage impacted Indigenous Peoples, not just that there is a process for complaints to be raised with remedy determined externally by the automanufacturer.</p> <p>50%: the company provides case studies of FPIC-compliant remedy instances in their supply chain</p>	Not disclosed	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	VW Analysis	Volkswagen
4. Respect for Workers' Rights	4.1. Commit	4.1.1. The company has a commitment to workers' rights	1		<p>25%: The company's human rights policy (or similar) includes a specific commitment to the ILO Declaration on Fundamental Principles and Rights at Work and/or the ILO Fundamental Conventions.</p> <p>OR</p> <p>50%: The company identifies and commits to respecting each of the five Fundamental Principles and Rights at Work as established in the ILO Declaration (companies who do not make explicit and unqualified commitments to all five ILO principles will not be scored):</p> <ol style="list-style-type: none"> 1. freedom of association and the effective recognition of the right to collective bargaining; 2. the elimination of all forms of forced or compulsory labour; 3. the effective abolition of child labour; 4. the elimination of discrimination in respect of employment and occupation; and 5. a safe and healthy working environment. <p>PLUS</p> <p>25%: the company has a commitment to a living wage in their human rights policy or in another formal policy document.</p> <p>25%: the company outlines how it calculates a living wage.</p>	<p>The company includes a commitment to "the core labor standards of the International Labour Organization (ILO)" in its Code of Conduct (p. 9). It repeat this commitment in its Declaration on Social Rights (p. 4). The company includes an express commitment to the five fundamental principles in its Declaration on Social Rights (p. 6-7).</p> <p>The company does not expressly commit to a living wage. It commits to compensation that accords "at least to the legally valid and guaranteed national minimum." It states that in cases where "legal or collective bargaining regulations do not exist, branch-specific tariff compensation and benefits are used as an orientation that are customary to the respective location and ensure an appropriate standard of living for the employees and their families" (Declaration on Social Rights, p. 7).</p> <p>Code of Conduct of the Volkswagen Group https://www.volkswagen-group.com/en/publications/more/the-code-of-conduct-of-the-volkswagen-group-1882</p> <p>Declaration on Social Rights https://www.volkswagen-group.com/en/publications/more/declaration-on-social-rights-1869</p>	0.5
		4.1.2. The company extends their workers' rights commitments to their Tier 1 suppliers and beyond. Note: only the specific worker rights commitments are evaluated here. Whether or not these commitments are extended beyond tier 1 suppliers is evaluated in the "General" human rights section.	2		<p>25%: The SCoC includes a specific commitment to the ILO Declaration on Fundamental Principles and Rights at work and/or the ILO Fundamental Conventions.</p> <p>OR</p> <p>50%: The SCoC includes specific requirements on each of the five Fundamental Principles and Rights at Work as established in the ILO Declaration (companies whose SCoCs do not include explicit and unqualified requirements on all five ILO principles will not be scored):</p> <ol style="list-style-type: none"> 1. freedom of association and the effective recognition of the right to collective bargaining; 2. the elimination of all forms of forced or compulsory labour; 3. the effective abolition of child labour; 4. the elimination of discrimination in respect of employment and occupation; and 5. a safe and healthy working environment. <p>PLUS</p> <p>25%: the SCoC requires suppliers to pay a living wage.</p> <p>25%: the SCoC prohibits the payment of recruitment fees.</p>	<p>Volkswagen's suppliers "are required to comply with the conventions of the International Labour Organization (ILO) as amended from time to time, in particular the fundamental rights at work." (CoC BP, p. 21). The requirements expressly include respect for the five fundamental principles and rights at work (p. 21-29).</p> <p>The company does not require suppliers to pay a living wage. It requires them to "pay their employees a reasonable wage", which is defined as "at least the minimum wage established under the applicable law and is otherwise measured according to the law of the place of employment." While the company then states that wages should cover the basic needs of employees and enable a decent standard of living for them and their families, it also expressly states "as far as possible", severely qualifying the requirement (p. 23).</p> <p>The company requires suppliers to not "ask employees to pay recruitment fees or inappropriate transportation fees" (p. 21).</p> <p>Code of Conduct for Business Partners (CoC BP) https://www.volkswagen-group.com/en/publications/more/code-of-conduct-for-business-partner-1885</p>	1.5
	4.2. Identify	4.2.1. The company consults trade unions and/or workers' representatives in their assessment of salient workers' rights risks in their supply chain.	1		<p>Generic supply chain indicators provide a baseline score for this. To get additional points here, companies must specify that they consult with labour unions and/or workers' representatives regarding salient workers' rights in the supply chain. This must expressly include labour unions and/or workers' representatives in the supply chain and/or global union federations (GUFs)</p> <p>Note: workers' representatives are not a substitute for trade unions where trade unions are allowed to operate and not limited in their activities.</p>	Not disclosed	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	VW Analysis	Volkswagen
		4.2.2. The company discloses the salient workers rights risks in their supply chain and where they are located.	1		100%: the company's saliency assessment explicitly identifies workers' rights risks for at least one material / supply chain and the location/s.	<p>Among the "salient business and human rights issues" the company has identified, the company lists freedom of association and the right to collective bargaining, forced labor, child labor, good working conditions, involvement in unlawful activities, people's safety, tolerance towards different ideological and religious opinions, discrimination, diversity and protection of the disadvantaged (Sustainability Report, p. 117). However, the company does not specify where in the supply chain these risks are located.</p> <p>The company discloses issues concerning freedom of association and collective bargaining affecting its Volkswagen do Brasil Indústria de Veículos Automotores Ltda. in Brazil, ŠKODA AUTO Volkswagen India Private Limited in India, and Ducati Motor (Thailand) Co., Ltd., in Thailand given the lack of recognition of these rights in those countries (Sustainability Report, p. 91).</p> <p>Additionally, the company's raw material report discloses a number of workers' rights risks related to specific raw materials, with additional information provided on geographic location, although it is noted that this is not consistently provided across all materials.</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p> <p>2023 Raw Material Report https://uploads.vw-mms.de/system/production/documents/cws/002/716/file_en/d4d4bc8b2aea8ace68435605a99ef6e9a9bbf973/2023_Volkswagen_Group_Responsible_Raw_Materials_Report_1.pdf?1719555968</p>	1
	4.3. Prevent, Mitigate and Account	4.3.1. The company actively collaborates with workers and the representative organisation(s) of workers' own choosing to promote respect for workers' rights in its supply chain.	2		<p>25%: the company has a collective agreement with the relevant trade union in the headquartered country.</p> <p>25%: the company has a global framework agreement with IndustriALL for neutrality across all its operations.</p> <p>25%: the company describes the formal mechanisms it has put in place to consult trade unions and/or workers' representatives on the company's workers' rights principles and/or policies.</p> <p>25%: IndustriAll was actively involved in the formulation of the company's workers' rights principles and/or policies.</p>	<p>Volkswagen has a collective agreement with the relevant trade union in the headquartered country, and that they have processes to consult with trade unions (via the Works Council) on the company's workers' rights policies and principles.</p> <p>The company had a GUF with IndustriALL, but this was suspended in 2019: "As the German car manufacturer consistently refuses to accord the same rights to its workers in Chattanooga, Tennessee, US, as it does in the rest of the world, IndustriALL Global Union is today suspending its long-standing global agreement with Volkswagen." The company does not state whether IndustriAll was involved in the formulation of its 2020 Declaration on Social Rights.</p> <p>Volkswagen AG concludes pay negotiations https://www.volkswagen-group.com/en/press-releases/volkswagen-ag-concludes-pay-negotiations-16519</p> <p>IndustriALL suspends global agreement with Volkswagen https://www.industrial-union.org/industrial-suspends-global-agreement-with-volkswagen</p> <p>Charter on Labour Relations within the Volkswagen Group https://www.volkswagen-group.com/en/publications/more/charter-on-labour-relations-1876</p> <p>2023 Sustainability Report https://www.volkswagen-group.com/en/publications/more/group-sustainability-report-2023-2674</p>	1
		4.3.2. The company reports on how it is prepared to respond if it finds non-conformances associated with its workers' rights policy occurring in its operations or supply chains.	1.5		Refer to general HR indicators.	Refer to general HR indicators	1
		4.3.3. The company works with the relevant trade union and/or worker representative organisation to verify the implementation of corrective actions pertaining to workers' rights.	2		100%: the company specifies that it works with the relevant trade union and/or workers representatives to verify implementation of correction actions.	Not disclosed	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	VW Analysis	Volkswagen
	4.4. Remedy	4.4.1 Workers and the representative organisations of workers' own choosing are formally included in the remedy process.	1		100%: the company specifies that trade unions are formally engaged in any remedy process.	<p>The company's Rules of Procedure for complaints specify that "If, employee representatives have the right to be involved in the investigation of complaints, the necessary bodies will be involved in this respect." (p. 9). However, this is insufficient information as it does not specify whether trade union/worker representative specifically are formally involved in remedy processes concerning breaches of workers' rights.</p> <p>Rules of Procedure https://www.volkswagen-group.com/en/publications/more/rules-of-procedure-for-the-volkswagen-group-complaints-procedure-2007</p>	0

Indicator category	% weighting	Normalized weighting
Climate & Environment		
Disclose	100%	1.0
Target setting & progress	150%	1.5
Supply chain levers	200%	2.0
		4.5
Human rights		
Commit	100%	1.0
Identify	150%	1.5
Prevent, Mitigate and Account	200%	2.0
Remedy	200%	2.0
		6.5

Note: Total scores across both categories were taken as an average of the two percentages scored for each one

