



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	Volvo Cars 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	1	
		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	1	
		DISCLOSE NORMALIZED	1.0	0.2	
		DISCLOSE %		20%	
	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	0.75	
		1.2.3. The company discloses the current percentage of suppliers providing science-based targets.	1	0.5	
		1.2.4. The company requires all significant suppliers to set water reduction targets and disclose their water usage.	1	0	
		1.2.5. The company has programs in place to monitor suppliers for compliance with GHG emissions targets and other environmental impacts.	1	0.75	
		1.2.6. The company commits to eliminate deforestation and the conversion of all natural ecosystems from their supply chains.	1	0	
		TARGET-SETTING & PROGRESS TOTAL	7	3	
		TARGET-SETTING & PROGRESS NORMALIZED	1.5	0.6	
		TARGET-SETTING & PROGRESS %		43%	
	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	0.5	
		1.3.2. The company implements incentives and control systems to improve water management by suppliers	1	0.2	
		1.3.3. The company implements incentives and control systems to eliminate deforestation from its supply chain	1	0.2	
		SUPPLY CHAIN LEVERS TOTAL	3	0.9	
		SUPPLY CHAIN LEVERS NORMALIZED	2.0	0.6	
		SUPPLY CHAIN LEVERS %		30%	
	GENERAL CLIMATE AND ENVIRONMENT - TOTAL NORMALIZED			4.5	1.4
	GENERAL CLIMATE AND ENVIRONMENT - TOTAL % SCORE (WEIGHTED)				32%
	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	0.5
			DISCLOSE TOTAL	1	0.5
			DISCLOSE NORMALIZED	1.0	0.5
DISCLOSE %				50%	
2.2. Target setting		2.2.1. The company has set targets for the use of fossil free and environmentally sustainable steel.	2	1.2	

Sub-section	Indicator Category	Indicators	Total Number of Points	Volvo Cars 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	1
		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	0.75
		TARGET-SETTING & PROGRESS TOTAL	6	2.95
		TARGET-SETTING & PROGRESS NORMALIZED	1.5	0.7
		TARGET-SETTING & PROGRESS %		49%
	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	0.5
		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	0.45
		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	1.5
		SUPPLY CHAIN LEVERS TOTAL	6	3.95
		SUPPLY CHAIN LEVERS NORMALIZED	2.0	1.3
		SUPPLY CHAIN LEVERS %		66%
		STEEL - TOTAL NORMALIZED	4.5	2.6
		STEEL - TOTAL % SCORE (WEIGHTED)		57%
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	0.5
		DISCLOSE TOTAL	1	0.5
		DISCLOSE NORMALIZED	1.0	0.5
		DISCLOSE %		50%
	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	1.2
		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	2
		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	0.75
		TARGET-SETTING & PROGRESS TOTAL	6	3.95
		TARGET-SETTING & PROGRESS NORMALIZED	1.5	1.0
		TARGET-SETTING & PROGRESS %		66%
	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	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Volvo Cars 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	1.5
		SUPPLY CHAIN LEVERS NORMALIZED	2.0	0.5
		SUPPLY CHAIN LEVERS %		25%
		ALUMINIUM - TOTAL NORMALIZED	4.5	2.0
		ALUMINIUM - TOTAL % SCORE (WEIGHTED)		44%
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	0.25
		DISCLOSE TOTAL	1	0.25
		DISCLOSE NORMALIZED	1.0	0.3
		DISCLOSE %		25%
	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	0.25
		4.2.3. The company has set collection and/or recovery targets for high intensity battery metals.	1	0
		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	0.5
		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
		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
		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
		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	0
		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	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Volvo Cars Points
		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
		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	1
		4.3.10. The company has established closed-loop processes in order to maximize the recycling of end-of-life EV batteries	1	0.25
		SUPPLY CHAIN LEVERS TOTAL	11	1.75
		SUPPLY CHAIN LEVERS NORMALIZED	2.0	0.3
		SUPPLY CHAIN LEVERS %		16%
		BATTERIES - TOTAL NORMALIZED	4.5	0.7
		BATTERIES - TOTAL % SCORE (WEIGHTED)		15%
Climate	Influence Map	Multiplier applied:		1.2

CLIMATE AND ENVIRONMENT - TOTAL NORMALIZED	18.0	6.7
CLIMATE AND ENVIRONMENT - TOTAL % SCORE (WEIGHTED)		37%
CLIMATE AND ENVIRONMENT - TOTAL NORMALIZED + IM MULTIPLIER		8.0
CLIMATE AND ENVIRONMENT - TOTAL % SCORE (WEIGHTED) + IM MULTIPLIER		45%

Sub-section	Indicator Category	Indicators	Total Number of Points	Volvo
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	2
		COMMIT TOTAL	3	3
		COMMIT NORMALIZED	1.0	1.0
		COMMIT %		100%
	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	0.25
		1.2.3. The company has a process for identifying high risk supplier categories in their supply chain.	1	1
		IDENTIFY TOTAL	3	2
		IDENTIFY NORMALIZED	1.5	1.0
		IDENTIFY %		67%
	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
		1.3.2. The company discloses how it monitors suppliers for compliance with the SCoC during the contract period.	2	2
		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	4.25
		PREVENT, MITIGATE & ACCOUNT NORMALIZED	2.0	1.3
		PREVENT, MITIGATE & ACCOUNT %		65%
	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	0.25
		1.4.3. The company has put in place a remedy process.	2	0.5
		REMEDY TOTAL	5	1.75
		REMEDY NORMALIZED	2.0	0.7
		REMEDY %		35%
	GENERAL HUMAN RIGHTS - TOTAL NORMALIZED		6.5	4.0
	GENERAL HUMAN RIGHTS - TOTAL % SCORE (WEIGHTED)			62%
	2. Responsible	2.1. Commit	2.1.1. The company has a commitment to responsible metals and minerals sourcing.	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Volvo
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
		COMMIT TOTAL	3	2
		COMMIT NORMALIZED	1.0	0.7
		COMMIT %		67%
	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	0.5
		2.2.3. The company publishes a list of smelters or refiners (SoR) in its supply chain	1	0
		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
		IDENTIFY TOTAL	5	2.4
		IDENTIFY NORMALIZED	1.5	0.7
		IDENTIFY %		48%
	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	2
		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	0.8
		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	Volvo
		REMEDY NORMALIZED	2.0	0.0
		REMEDY %		0%
		TRANSITION MINERALS - TOTAL NORMALIZED	6.5	2.3
		TRANSITION MINERALS - TOTAL % SCORE (WEIGHTED)		35%
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	0.8
		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	0.8
		PREVENT, MITIGATE & ACCOUNT NORMALIZED	2.0	0.3
		PREVENT, MITIGATE & ACCOUNT %		13%
	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
		INDIGENOUS RIGHTS - TOTAL % SCORE (WEIGHTED)		4%

Sub-section	Indicator Category	Indicators	Total Number of Points	Volvo	
4. Respect for Workers' Rights	4.1. Commit	4.1.1. The company has a commitment to workers' rights	1	0.75	
		4.1.2. The company extends their workers' rights commitments to their Tier 1 suppliers and beyond.	2	1	
		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	1.75
		COMMIT NORMALIZED		1.0	0.6
		COMMIT %			58%
	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	1	
		4.2.2. The company discloses the salient workers rights risks in their supply chain and where they are located.	1	0	
		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	0
	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	1	
	PREVENT, MITIGATE & ACCOUNT NORMALIZED		2.0	0.4	
	PREVENT, MITIGATE & ACCOUNT %			18%	
	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	1.7
	WORKERS' RIGHTS - TOTAL % SCORE (WEIGHTED)				26%
	HUMAN RIGHTS - TOTAL NORMALIZED			26.0	8.2

Sub-section	Indicator Category	Indicators	Total Number of Points	Volvo
HUMAN RIGHTS - TOTAL % SCORE (WEIGHTED)				32%

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars 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	<p>The following scores are absolute, not cumulative:</p> <p>100%: The company discloses scope 3 GHG emissions due to purchased goods and services.</p> <p>25%: The company includes scope 3 GHG emissions including purchased goods and services in overall disclosure, but does not disaggregate.</p> <p>Note: the company may achieve additional points under each of the supply chain areas below, if they provide disaggregated emissions against each supply chain.</p>	<p>Volvo discloses scope 3 GHG emissions due to "purchased goods and services" in its GHG emissions disclosure in 2023 Annual Report (p. 151).</p> <p>Volvo Cars 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p>	2
		1.1.2. The company discloses "significant emissions" in its supply chain.	1	<p>Based on GRI 305-7, significant emissions include:</p> <ul style="list-style-type: none"> 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 <p>The following scores are absolute not cumulative:</p> <p>100%: the company discloses significant emissions in their supply chain against all of the above categories.</p> <p>50%: the company discloses significant emissions in their supply chain against some of the above categories.</p>	Not disclosed	0
		1.1.3. The company discloses water usage by key suppliers in its supply chain.	1	<p>According to GRI 303, water usage includes:</p> <ul style="list-style-type: none"> - water withdrawn - water consumed - water discharged <p>Companies will need to define "key suppliers" and:</p> <p>50%: provide data against some of the above indicators</p> <p>100%: provide data against all of the above indicators</p>	<p>Volvo discloses its own water consumption, but not including its key suppliers' water usage (2023 Annual Report, p. 157).</p> <p>Volvo Cars 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p>	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		1.1.4. The company discloses deforestation and conversion-free commodity volumes from its supply chain	1	<p>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.</p> <p>OR</p> <p>25%: The company discloses deforestation and conversion-free commodity volumes from at least one of its key high-risk hard commodities</p> <p>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.</p> <p>OR</p> <p>25%: The company discloses deforestation and conversion-free commodity volumes from at least one of its key high-risk soft commodities</p> <p>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).</p>	Not disclosed	0
	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>Volvo commits to reach net zero GHG emissions by 2040, with an interim goal of seeking to "reduce the CO2 footprint of an average vehicle by 40 per cent by 2025 and 75 per cent by 2030 (from a 2018 baseline) over 200,000 kilometres of driving" (2023 AR, p. 150). This includes the emissions from materials (purchased goods) and related target (reduce CO2 emissions from materials per average vehicle from a 2018 baseline by 25% by 2025 and by 30% by 2030).</p> <p>While Volvo's scope 1 and 2 targets have been approved by SBTi in 2020, according to its 2023 CDP Climate Change Report (section C4.1a), Volvo's SBTi verification doesn't cover "Purchased goods and services emissions" under scope 3.</p> <p>Volvo Cars 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</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 CDP Climate Change Report (section C12.2a), Volvo states that it requires 100% of suppliers by procurement spend to meet the requirement of "setting a science-based emissions reduction target", while the compliance rate was 63%. It does not refer to Tier 2 suppliers.</p> <p>Volvo Car Group CDP Climate Change Questionnaire 2023 https://www.cdp.net/en/responses/840836/Volvo-Car-Group?back_to=https%3A%2F%2Fwww.cdp.net%2Fen%2Fresponses%3Fqueries%255Bname%255D%3Dvolvo%2Bcars&queries%5Bname%5D=volvo+cars</p>	0.75

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		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>	<p>According to its 2023 CDP Climate Change Report (section C12.2a), Volvo states that 63% of its suppliers by procurement spend are in compliance with the requirement of "setting a science-based emissions reduction target".</p> <p>Volvo Car Group CDP Climate Change Questionnaire 2023 https://www.cdp.net/en/responses/840836/Volvo-Car-Group?back_to=https%3A%2F%2Fwww.cdp.net%2Fen%2Fresponses%3Fqueries%255Bname%255D%3Dvolvo%2Bcars&queries%5Bname%5D=volvo+cars</p>	0.5
		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>Volvo discloses in its 2023 CDP Water Security Questionnaire (section W1.5c) that "Requirements to reduce water withdrawals and monitor the quality of the wastewater discharges are part of the requirements in the purchase agreement and in the sustainability instructions that the suppliers signs as a precondition for doing business with Volvo Cars." It also states that it collects water management information from its suppliers at least annually (2023 CDP Water Security Questionnaire section 1.5d). However, there is no requirement to set a water reduction target or disclose water usage.</p> <p>In its position paper on water management (January 2024 version, p. 2), Volvo states that "within the next two years we aim to have further reporting procedures and specific ambitions in place for water usage reduction in the supply chain and with retail partners."</p> <p>Code of Conduct for Business Partners https://www.volvocars.com/images/v/-/media/market-assets/intl/applications/dotcom/pdf/suppliers/codeofconduct_for_business_partners_en_2022_digital_a4.pdf</p> <p>Volvo Car Group CDP Water Security Questionnaire 2023</p>	0
		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>Volvo discloses a questionnaire and audit process for monitoring supplier compliance with the Code of Conduct for Business Partners, which requires suppliers to "reduce Greenhouse Gas Emissions occurring in their own operations, as well as their wider value chain" (Code of Conduct for Business Partners, p. 13; 2023 AR, p. 169-170).</p> <p>Volvo discloses in its 2023 CDP Climate Change Questionnaire (section C2.2) that "100% of the Direct Materials suppliers active manufacturing sites is requested to complete the Environment assessment(EA)" and that the EA includes "emission reduction targets as well as renewable energy data."</p> <p>Volvo also discloses its involvement in Drive Sustainability and uses the Sustainability Self-Assessment Questionnaire (SAQ) to assess and evaluate suppliers' sustainability performance and compliance to Volvo Cars Sustainability requirements (2023 AR, p. 169). The SAQ includes questions on GHG emission targets (question 15). It also disclosed quantitative information on the audits conducted in 2023 (2023 AR, p. 169-170).</p> <p>Volvo 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p> <p>Volvo Car Group CDP Climate Change Questionnaire 2023 https://www.cdp.net/en/responses/840836/Volvo-Car-Group?back_to=https%3A%2F%2Fwww.cdp.net%2Fen%2Fresponses%3Fqueries%255Bname%255D%3Dvolvo%2Bcars&queries%5Bname%5D=volvo+cars</p>	0.75

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		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>Not Disclosed. (The Volvo Cars position on sustainable materials was published in September 2024 and after the cut-off date of the assessment.)</p> <p>Volvo position paper on sustainable material - https://www.volvocars.com/images/v/-/media/project/contentplatform/data/media/sustainability/volvo-cars_position_on_sustainable_materials.pdf</p>	0
	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>Volvo states in its Position Paper on Responsible Sourcing (p. 2) that "our ESG requirements form an important part of the sourcing process and we evaluate new and existing suppliers' performance".</p> <p>There is a requirement for new suppliers to present a roadmap showing how they will reach 100% "climate neutral energy" by 2025. (2022 Annual & Sustainability Report, p. 155).</p> <p>In its 2023 CDP Climate Change Questionnaire (section C12.2a), Volvo states that "Direct Material suppliers (922) are expected to follow the requirements in the Production Material Global Terms and Conditions (PMGTC) and in the Sustainability Instructions. Sustainability instruction is an integral part of the Purchase Agreement". However, it is unclear if GHG or other significant air emissions targets are included in the tender and contracting process.</p> <p>2022 Annual & Sustainability Report https://vp272.alertir.com/afw/files/press/volvocar/202303076447-1.pdf</p> <p>Volvo position paper on responsible sourcing https://www.volvocars.com/images/v/-/media/project/contentplatform/data/media/sustainability/responsible_sourcing_position_paper.pdf</p>	0.5

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		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>Volvo's Code of Conduct for Business Partners (p. 13) states that suppliers should have "water quality & consumption management" in place.</p> <p>ode of Conduct for Business Partners https://www.volvocars.com/images/v/-/media/market-assets/intl/applications/dotcom/pdf/suppliers/codeofconduct_for_business_partners_en_2022_digital_a4.pdf</p>	0.2
		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>Volvo's SCoC has a section on requirements for suppliers in relation to biodiversity protection, with references to land conversion and deforestation. Beyond this, the company discloses no specific incentives or systems to address the risks and impacts of deforestation and land conversion in its supply chain.</p> <p>Volvo Cars position on nature and biodiversity (September 2024 version) https://www.volvocars.com/images/v/-/media/project/contentplatform/data/media/sustainability/volvo_cars_position_on_nature_and_biodiversity.pdf</p>	0.2
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	<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 steel 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 steel used in that vehicle.</p>	<p>Volvo discloses the CO2 footprint associated with the material breakdown per average vehicle, including 25% steel and iron (2023 AR, p. 156). However, it does not provide disaggregated GHG emissions for its entire steel supply chain.</p> <p>Volvo discloses LCAs for multiple EV models that include disaggregated data on GHG emissions for "Material production and refining" and the percentage from steel under "Material production and refining". It also states on its climate action webpage that it has disclosed the carbon footprint for each of its new electric cars since 2019, quantified using life cycle assessment (LCA) methodology. This commitment of "disclose the carbon footprint of each new vehicle model" was mentioned in its 2023 Annual Report (p. 43).</p> <p>Volvo 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p>	0.5

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
	2.2. Target setting and progress towards fossil free and environmentally sustainable steel supply chains	2.2.1. The company has set targets for the use of fossil free and environmentally sustainable steel.	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 steel by 2050 and 50% fossil free steel by 2030.</p> <p>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).</p> <p>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</p> <p>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)</p> <p>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</p>	<p>Volvo commits to have all sourced steel be near-zero by 2050 and also commits to strict, interim CO2 requirements, or more specifically sourcing 50% low-carbon steel, by 2030 upon joining SteelZero in 2022 (Volvo position paper on sustainable steel, p.2).</p> <p>Volvo position paper on sustainable steel https://www.volvocars.com/images/v/-/media/project/contentplatform/data/media/sustainability/volvo_cars_position_on_sustainable_steel_1.pdf</p>	1.2
		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	<p>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).</p> <p>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.</p> <p>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.</p>	Not disclosed	0
		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>	<p>Volvo aims to use 25% recycled steel in its vehicles by 2025 and 35% by 2030 (2023 AR, p. 155)</p> <p>Volvo 2023 Annual Report https://vp272.alertr.com/afw/files/press/volvocar/202403050374-1.pdf</p>	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		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	The following scores are absolute, not cumulative: 100%: the company discloses the percentage of recycled steel in their annual production cycle including volumes of both pre- and post-consumer steel. 75%: the company discloses the percentage of recycled steel in their annual production cycle. 50%: The company partially discloses the percentage of recycled steel for some elements within their annual production cycle. NB: Total recycled/scrap steel volume is sufficient if total steel volume is disclosed.	Volvo reports using 15% recycled steel in its vehicles, but unclear whether this refers to pre- or post-consumer steel (2023 AR, p. 155). Volvo 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf	0.75
	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	50%: the company is a member of SteelZero. 50%: the company is a member of the First Movers Coalition's sector group on steel	Volvo Cars is a member of SteelZero. Volvo Cars is not a member of the First Movers Coalition's sector group on steel. https://www.theclimategroup.org/steelzero-members https://initiatives.weforum.org/first-movers-coalition/community	0.5
		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	25%: the company is a member of ResponsibleSteel. 50%: the company actively engages their steel suppliers regarding ResponsibleSteel certification. 25%: the company has disclosed purchasing commitments for ResponsibleSteel certified steel. Note: 0.6 points modifier applied due to multistakeholder initiative assessment. See sheet 8.	Volvo is a member of ResponsibleSteel. It states that it aims for all its steel suppliers to become members and certify their sites with ResponsibleSteel by 2030 and that it urges more steel companies to join ResponsibleSteel (Volvo position paper on sustainable steel, p. 2-3). Volvo position paper on sustainable steel (January 2024 version) https://www.volvocars.com/images/v/-/media/project/contentplatform/data/media/sustainability/volvo_cars_position_on_sustainable_steel_1.pdf	0.45
		2.3.3. The company has entered into formal arrangements with suppliers to incentivise investment in and greater production of fossil free steel.	2	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. 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. 25%: at least one purchase agreement signed by the company is for the provision of steel produced with new technologies for fossil-free steelmaking.	Volvo discloses that it has "secured access to near-zero primary and recycled sheet steel from SSAB", including SSAB Fossil-free™ (produced with green hydrogen-DRI production route) and SSAB Zero™ steel, and it plans to use the secured steel in an upcoming car programme by 2026 (2023 AR, p. 155). However, the scale of supply is unclear. Volvo discloses no additional agreements for the supply of green steel outside of Europe. Volvo 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf	1.5

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars 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>Volvo states that it “aims for closing the loop on steel recycling” and has started to work with the steel scrap from its inhouse stamping facilities. The company also states that it “aims to circulate scrap from end-of-life-vehicle (ELV) back to automotive steel grades”, however this closed-loop process for post-consumer scrap does not yet appear to be operational. (Volvo position paper on sustainable steel, p3).</p> <p>In previous reporting, the company had disclosed how it was using automotive design to increase the recyclability of sheet steel.</p> <p>Volvo position paper on sustainable steel (2024) https://www.volvocars.com/images/v/-/media/project/contentplatform/data/media/sustainability/volvo_cars_position_on_sustainable_steel_1.pdf</p>	1.5
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>	<p>Volvo discloses the CO2 footprint associated with the material breakdown per average vehicle, including 34% aluminium (2023 AR, p. 156). However, it does not provide disaggregated GHG emissions for its entire steel supply chain.</p> <p>Volvo discloses the LCAs for multiple EV models that include disaggregated data on GHG emissions for “Material production and refining” and the percentage of aluminum under “Material production and refining”. It also states on its climate action webpage that it has disclosed the carbon footprint for each of its new electric cars since 2019, quantified using life cycle assessment (LCA) methodology. This commitment of “disclose the carbon footprint of each new vehicle model” was mentioned in its 2023 Annual Report (p. 43).</p> <p>Volvo 2023 Annual Report https://un272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p>	0.5
	3.2. Target setting and progress towards fossil free and environmentally sustainable aluminium supply chains	3.2.1 The company has set targets for the use of fossil free and environmentally sustainable aluminium	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>	<p>Volvo has joined the First Movers’ Coalition and has therefore made a commitment to source “at least 10 per cent (by volume) of all our primary aluminium procured annually will be near-zero emissions primary aluminium by 2030 (as per the First Movers Coalition definition)” (2023 AR, p. 193).</p> <p>Additionally Volvo has set ambitions for “climate-neutral energy among smelters” in its aluminium value chain (2023 AR, p. 155), but there is no clear indication of target or timeline for emission reduction of aluminium. Volvo also states that it directs its suppliers to buy aluminium ingots from its list of approved aluminium smelters that use low-CO2 electricity in their refining process (2023 AR, p. 152). However, it is not clear if this requirement applies to all aluminum suppliers and the timeline is unclear.</p> <p>In its 2022 AR (p. 161), Volvo states that it has a carbon footprint target of 4kg CO2 per kg on ingot level for its consumption of primary aluminium and that it has established an approval process for all aluminium smelters in its supply chain.</p> <p>Volvo 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p> <p>2022 Volvo Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202303076447-1.pdf</p>	1.2

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		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	The following scores are absolute, not cumulative: 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). 50%: The company partially discloses the percentage of low-co2 aluminium for some elements within their annual production cycle.	Not disclosed. Volvo states that it directs its suppliers to buy aluminium ingots from its list of approved aluminium smelters that use low-CO2 electricity in their refining process (2023 AR, p. 152). But it is unclear what current percentage of aluminium procured by the company is produced with renewable energy or meets the low-CO2 criteria. Volvo 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf	0
		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.	Volvo has set ambitions for the use of recycled aluminium (40 per cent in its new models released after 2025), which is slightly below the 42% specified by IEA Net Zero, but 5 years earlier. Therefore, we have considered this to be aligned with 42% by 2030. (2023 AR, p. 155). Volvo 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf	2
		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.	Volvo discloses their estimated current percentage of recycled aluminium in the vehicles (10%), however without disaggregated data by pre- and post-consumer (2023 AR, p. 55). Volvo 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf	0.75
	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 aluminium	Volvo Cars is a member of First Movers Coalition sector group on aluminium. https://initiatives.weforum.org/first-movers-coalition/community	1
		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 Aluminium 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.	Volvo Cars is not a member of ASI. https://aluminium-stewardship.org/about-asi/members	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		3.3.3. The company has entered into formal arrangements with suppliers to incentivise investment in and greater production of fossil free aluminium	2	<p>50%: the company states that it has entered into a formal arrangement with at least one aluminium supplier to invest in and scale-up production of low-CO2 aluminium.</p> <p>25%: at least one purchase agreement signed by the company with a aluminium 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.</p> <p>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.</p>	Not disclosed	0
		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 aluminium (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>Volvo "introduced closed-loop recycling systems for aluminium scrap" at its factories in Taizhou and Chengdu (in China) in 2023 in addition to its existing efforts in Sweden (2023 AR, p. 155). However, there is no reference to post-consumer scrap or to using design to improve the recyclability of aluminum .</p> <p>Volvo 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</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>	<p>Volvo discloses the LCA of its new EVs since 2019. The LCA includes disaggregated GHG emissions for Li-ion battery modules (as a total) for individual vehicles (e.g., LCA report of XC 40 Recharge, p. 24).</p> <p>https://www.volvocars.com/images/v/-/media/Project/ContentPlatform/data/media/sustainability/Volvo_carbonfootprintreport.pdf</p>	0.25
	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>	Not disclosed.	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		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>	<p>Volvo has stated (2022 AR, p24) that it intends to reduce its reliance on high intensity, primary minerals in its batteries. It has not set targets.</p> <p>2022 Annual & Sustainability Report - https://vp272.alertir.com/afw/files/press/volvocar/202303076447-1.pdf</p>	0.25
		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>	Not disclosed	0
	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>Volvo discloses that "one of our ambitions is that our directly contracted suppliers shall use climate neutral energy at their production sites" and that "By the end of 2023, 41 per cent of our active supplier sites have signed a commitment to use only climate neutral energy by 2025" (2023 AR, p. 152). The company discloses that progress has been on this ambition with regards to its battery suppliers (2023 AR, p. 38).</p> <p>The company had previously disclosed that using 100% climate neutral energy was a requirement "for all new suppliers", including battery manufacturers (2022 AR, p155; 2021 AR, p24). However, this no longer seems to be the case - it is now referred to as an "ambition" and no requirement on climate neutral energy has been included in its supplier code of conduct.</p> <p>The company also does not define "climate neutral" as renewable energy only.</p> <p>Volvo states that it is seeking to reduce the carbon footprint of the batteries by shifting to climate neutral energy sources (2023 AR, p. 38). However, there is no specific requirement.</p> <p>Volvo 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p> <p>Volvo 2022 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202303076447-1.pdf</p>	0.5

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		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>	Not disclosed	0
		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>	Not disclosed.	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		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>	Not disclosed.	0
		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.	Volvo Cars is not a member of the Global Battery Alliance.	0
		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>	Not disclosed.	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		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>	Not disclosed.	0
		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>Volvo has established regional battery centres to support repairing, refurbishing, and remanufacturing of batteries (2023 AR, p. 160).</p> <p>Volvo Cars provides collection service of End-of-life High-Voltage Batteries through its global battery disposal website. It discloses the number of batteries collected for repair, reuse, repurpose and recycling in 2023 (2023 AR, p. 160).</p> <p>Volvo 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p>	1
		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>There is a closed-loop battery recycling process in China (2023 AR, p. 40). However, no further quantitative or qualitative information is provided.</p> <p>Volvo 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p>	0.25
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	B- https://lobbymap.org/company/Volvo-Cars-43475f3e016121a4dfad3d167997c45c	1.2

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Analysis	Volvo
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).	Volvo Cars has issued a standalone Human Rights Statement in which the company commits to adhere to the International Bill of Rights, the UNGPs, and other international human rights instruments (p. 2). The company also includes a commitment towards human rights in their Code of Conduct: "We are particularly vigilant in respecting international human rights standards, based on the Universal Declaration of Human Rights, the United Nations Guiding Principles on Business and Human Rights, and the Fundamental Conventions of the International Labour Organization." (p. 9). Volvo Cars Human Rights Statement 2023 https://www.volvocars.com/images/v/-/media/Project/ContentPlatform/data/media/sustainability/human-rights-due-diligence-and-modern-slavery-statement.pdf Code of Conduct https://investors.volvocars.com/~/-/media/Files/V/Volvo-Cars-IR-V2/CnE/volvo_cars_code_of_conduct_english.pdf	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 has a "Code of Conduct for Business Partners"(CoC BP) that "includes requirements that are based on ... internationally-proclaimed human rights conventions, in particular the International Bill of Human Rights, the eight core conventions of the International Labour Organization ... the United Nations Guiding Principles on Business and Human Rights..." (p. 7). Volvo Car's CoC BP states that "Business Partners are required to conduct their business in compliance with ... the principles stated in this Code; and ensure that their ... subcontractors ... comply with ... the principles set forth in this Code" (p. 7). These principles include "working conditions that are in line with international labour standards, in particular with the eight core conventions of the International Labour Organization", and "internationally proclaimed principles for human rights, including children's rights." (p. 11). Code of Conduct for Business Partners (CoC BP) https://investors.volvocars.com/~/-/media/Files/V/Volvo-Cars-IR-V2/codeofconduct_for_business_partners_en_2022_Digital_A4.pdf%EF%BC%89%E5%92%8C	2
	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.	Volvo Cars' Human Rights Statement describes the company's risk-based human rights due diligence process, and a saliency assessment to define the company's "most salient human rights risks" (p. 2-5). The risk assessment consists of an initial supplier Sustainability Assessment Questionnaires (SAQ) and risk screening, followed by an enhanced due diligence for identified high-risk suppliers (p. 3-4). This is performed annually, though existing suppliers are only required to perform SAQs every two years. The company explains the process for identifying and prioritising high-risk suppliers who are subjected to enhanced due diligence (p. 4). The company's Annual Report also describes their "Salient Human Rights Issues" (SHRIs) risk assessment process, which is used to identify where in Volvo Cars' value chain people are at highest risk (p. 42). The company explains that "Using global risk indices, previous due diligence results and consultation with human rights experts and rightsholders, we identified high-risk countries and activities, and corresponding locations where people may be at higher risk."(Annual Report, p. 166). While the company states that they used "consultation with human rights experts", it does not explain how. Volvo Cars Human Rights Statement 2023 https://www.volvocars.com/images/v/-/media/Project/ContentPlatform/data/media/sustainability/human-rights-due-diligence-and-modern-slavery-statement.pdf 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf	0.75

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Analysis	Volvo
		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>Volvo names five generic, salient risks in the value chain: impacts on people's right to clean, healthy and sustainable environments, impacts on people's right to health and safety, slavery (including forced labour), child labour, and threat or occurrence of abuse or violence (Human Rights Statement, p. 2; Annual Report, p. 166). However, the company does not describe these risks in any level of detail, and does not provide any information regarding where in the supply chain they occur.</p> <p>Volvo Cars Human Rights Statement 2023 https://www.volvocars.com/images/v/-/media/Project/ContentPlatform/data/media/sustainability/human-rights-due-diligence-and-modern-slavery-statement.pdf</p> <p>2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p>	0.25
		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>Volvo Cars' Human Rights Statement describes the process for identifying high-risk suppliers, who are then subjected to enhanced human rights due diligence (p. 4). The company's Annual Report also describes the process, explaining that this is developed in two stages: "Basic due diligence for directly contracted suppliers", and "Enhanced due diligence for directly contracted suppliers operating in high-risk countries and suppliers of parts containing prioritised Raw Materials of Concern." (p. 168).</p> <p>"We use a risk-screening tool, provided by the Responsible Business Alliance (RBA), to evaluate supplier risk, based on geographical location, our expenditure and the product type they supply." This assessment is performed annually, and determines which suppliers will be subject to enhanced due diligence (p. 169). The process extends beyond tier 1 in relation to "prioritised raw materials of concern".</p> <p>The company outlines the types of differential assurance actions it uses, including corrective action plans, training, enhanced due diligence, etc. (p. 169-71). Volvo Cars' Human Rights Statement describes in detail the company's audit programme based on type of supplier (existing directly contracted, new directly contracted, and battery supply chain suppliers) (p. 4)</p> <p>Volvo Cars Human Rights Statement 2023 https://www.volvocars.com/images/v/-/media/Project/ContentPlatform/data/media/sustainability/human-rights-due-diligence-and-modern-slavery-statement.pdf</p> <p>2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</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>The company states that supplier assessments are performed both before contracting suppliers and periodically thereafter. It specifies that "meeting our sustainability requirements is a prerequisite to be part of our supplier choice process in which sustainability is being put on a par with cost and quality." "Compliance with our Code of Conduct for Business Partners and ESG requirements is evaluated by self-assessment questionnaires, on-site visits and other assessments." (Annual Report, p. 168).</p> <p>"all new suppliers of components in high risk countries (based on the RBA risk map) are required to undergo an audit before starting production." (p. 169).</p> <p>The company provides quantitative information on the total number of suppliers that submitted SAQs, and the percentage of non-conformances found. It also provides quantitative information about the total number of suppliers included in the RBA risk assessment, and the total number of audited suppliers. However, it does not specify who of these were potential new suppliers or how many potential new suppliers were found to be non-conformant.</p> <p>The process extends to tier 2 suppliers in relation to "prioritised raw materials of concern" (Annual Report, p. 168).</p> <p>2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p>	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Analysis	Volvo
		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>Volvo Analysis</p> <p>The company monitors compliance by existing suppliers through self-assessment questionnaires, risk assessments, and audits. Existing suppliers are required to complete the Sustainability Assessment Questionnaire (SAQ) every two years. All responses are validated by an external assessor and recommendations are made for improvement work (Annual Report, p. 169).</p> <p>“We run two different audit programmes – 1) for existing directly contracted suppliers that are highlighted by the RBA risk-screening tool, new directly contracted suppliers in high-risk countries and 2) for our battery supply chain. We also carry out audits based on information received from buyers and stakeholders or if other risks have been identified (p. 169).</p> <p>The company provides quantitative information on both assessments and audits carried out: “In 2023, 4,902 of our directly contracted suppliers were included in the risk assessment which corresponds to 100 per cent of the suppliers that deliver parts and components as well as selected number of service suppliers.” “Of these, 123 (three per cent) were rated as high-risk”. “Of the 123 high-risk suppliers... 29 were selected for auditing, based on factors including expenditure and audit history. By the end of 2023, 25 of these audits were carried out. Additionally, seven audits performed on suppliers highlighted in the risk assessment conducted in 2022 were completed in 2023. Hence, in total 32 audits were performed.”</p> <p>“Moreover, all new suppliers of components in high risk countries (based on the RBA risk map) are required to undergo an audit before starting production. Since this requirement was introduced in May 2021, 217 suppliers (101 during 2023) have been in scope for this audit. In 2023, 36 of these were conducted (out of the 101) (p. 169).</p> <p>In 2023, we conducted 20 audits in our battery materials supply chain, including one directly contracted suppliers, five anode/cathode producers, eight refiners and five combined audits at treatments units and mine sites. (p. 170). ”</p> <p>The company discloses that 93% of their directly contracted suppliers were conformant with their requirements in 2023.</p> <p>2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p>	2
		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>Volvo discloses that suppliers will be subject to corrective action plans if non-conformances are identified. It discloses actions in response to non-conformance by existing suppliers. The CoC BP specifies that a breach of contract may result in “the Business Partner having to take necessary remedies, including to pay damages and implementing appropriate corrective actions within a reasonable time, so as to remedy the violation and to prevent similar occurrences in the future”, and “Volvo Cars taking actions against the violating Business Partner, up to immediate termination of the business relationship”. (p. 19).</p> <p>The Annual Report further specifies: “Audit findings are summarised in a report, which includes non-conformities and a list of agreed corrective actions for the supplier to take with due dates.” “If a supplier does not take the agreed actions, discussions are initiated to understand the root cause and identify ways we can support the supplier in meeting the audit requirements and CoC BP.” Volvo Cars also offers training for auditees in the battery supply chain. “The training is carried out after the audit is conducted to increase the awareness and knowledge of the audit standard and what actions are needed to take to close the findings.” (Annual Report, p. 170).</p> <p>The company does not disclose the number of corrective action plans or equivalent measures issued during the reporting year.</p> <p>Code of Conduct for Business Partners (CoC BP) https://investors.volvocars.com/~/_media/Files/V/Volvo-Cars-IR-V2/codeofconduct_for_business_partners_en_2022_Digital_A4.pdf?EF%BC%89%E5%92%8C</p> <p>2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p>	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Analysis	Volvo
		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>While the company states that they “monitor the corrective action plan (CAP) implementation progress to ensure that the needed measures are taken” (Annual Report, p. 170), it does not provide information about the actual actions they take to verify compliance.</p> <p>However, the company provides more detail in relation to the verification of CAPs in the battery supply chain “We are working closely with RCS Global Group and the suppliers to ensure that corrective actions to address these non-conformances are implemented within the agreed timeframe.” Last year, the company explained that this included collecting and reviewing information by a team of experts, the involvement of local stakeholders, and quarterly updates.</p> <p>2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</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>Volvo Cars has put in place the whistleblowing channel “Tell us”, which it describes on its website. This is meant for serious matters, and is operated by an external partner (Code of Conduct, p. 43). A FAQ describes its main elements. It is available to “all Volvo Cars employees and all external stakeholders”. Reports can include “potential or actual human rights violations (for example use of child labour, forced labour, structural discriminatory practices, or other human rights violations) linked to Volvo Cars’ own operations, value chain or other business relationships”</p> <p>“Rightsholders (such as factory workers or indigenous people) or organisations representing rightsholders (such as human rights NGOs) can also report potential human rights abuses anonymously, using our public Tell Us reporting channel.” (Annual Report, p. 179).</p> <p>Volvo Cars does not explain how it communicates the existence of its reporting line to suppliers’ workers or other stakeholders.</p> <p>“Tell us” Reporting Line https://www.volvocars.com/intl/v/legal/tell-us-reporting-line</p> <p>Code of Conduct https://investors.volvocars.com/~/_media/Files/V/Volvo-Cars-IR-V2/CnE/volvo_cars_code_of_conduct_english.pdf</p> <p>Tell Us reporting line Introduction FAQ and tips for making a report faq-tips-for-making-tell-us-report.pdf (volvocars.com)</p> <p>2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</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>Volvo discloses that, “In 2023, 166 suspected violations of our Code of Conduct were reported to the Compliance & Ethics Office.” (Annual Report, p. 179). However, the company does not specify how many of these concerned its supply chain, if any. Some statistical information is provided, but this does not disaggregate supply chain grievances specifically by type, severity, tier, or geographical location. The company also provides some information about the way in which the cases received were resolved, but it is not clear whether or how many of these cases concerned supply chain grievances.</p> <p>2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p>	0.25

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Analysis	Volvo
		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: - 25%: how they investigate an issue that is raised and escalate the issue within the company - 25%: how they determine appropriate remedy</p> <p>50%: the company discloses information on the the measures of reparation for human rights abuses provided through its remedy process: - 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>	<p>The company states that: "All reports of misconduct will be reviewed and investigated." (Code of Conduct, p. 43). The company provides some detail on the investigation that follows a report in the FAQ document "Tell Us reporting line - Introduction FAQ and tips for making a report": "The Compliance Investigations Unit will carefully review and assess the information provided in your message. If your initial report does not include enough information/evidence, we will get in touch to ask you to provide more information/evidence. A case file will be opened if your report includes minimum actionable information and evidence. Any investigation as a result of your report will be professionally and confidentially handled– we will only involve people who need to be involved depending on the nature of the matter at hand. Volvo Cars investigators may conduct confidential interviews with employees, contractors or anybody they consider is relevant to the investigation. After reviewing all the findings of our investigation, we will decide if a violation has occurred, and action will be taken as appropriate. You will be informed accordingly. Information on ongoing and closed cases will be reported to the Global Compliance Committee consisting of members from the Executive Management Team, reporting directly to the Audit Committee of the Volvo Cars Board of Directors."</p> <p>Volvo Cars provides no information about how remedy is determined and information about measures of reparation is not provided.</p> <p>Code of Conduct https://investors.volvocars.com/~/-/media/Files/V/Volvo-Cars-IR-V2/CnE/volvo_cars_code_of_conduct_english.pdf</p> <p>Tell Us reporting line - Introduction FAQ and tips for making a report https://www.volvocars.com/images/v/-/media/market-assets/intl/applications/dotcom/pdf/tell-us/faq-tips-for-making-tell-us-report.pdf</p>	0.5
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>Volvo Cars has a standalone responsible minerals sourcing policy called "Volvo Cars Position on Responsible Sourcing". The company also includes a specific commitment on responsible sourcing of minerals and metals in its Code of Conduct: "We aim to use only minerals and metals that have been extracted and traded in such a way that it does not contribute to human rights abuses, severe environmental damage or funding for conflicts" (p. 8).</p> <p>The company's Responsible Sourcing policy applies to "suppliers of components containing raw materials associated with severe negative environmental, social and governance (ESG) impacts or Raw Materials of Concern. This includes suppliers of batteries and components containing tantalum, tin, tungsten and gold (known as conflict minerals or 3TG) (Annual Report, p. 167), and Aluminium/Bauxite, Cobalt, Copper, Graphite (natural), Gold, Lead, Lithium, Magnesium, Manganese, Mica, Natural Rubber, Nickel, Phosphorous, Rare Earth Elements, Steel/Iron, Tantalum, Tin, and Tungsten. (p. 195).</p> <p>Volvo Cars Position on Responsible Sourcing" https://www.volvocars.com/images/v/-/media/project/contentplatform/data/media/sustainability/responsible_sourcing_position_paper.pdf</p> <p>Code of Conduct https://investors.volvocars.com/~/-/media/Files/V/Volvo-Cars-IR-V2/CnE/volvo_cars_code_of_conduct_english.pdf</p> <p>2023 Annual Report https://vp272.alertir.com/afw/files/press/volvo/202403050374-1.pdf</p>	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Analysis	Volvo
		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>Volvo Car's CoC BP includes a section on "Responsible Sourcing of Minerals and Metals", but suppliers are not required to undertake due diligence in accordance with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from CAHRAs. The CoC BP does expect suppliers to "use only minerals and metals that have been extracted and traded in such a way that does not contribute to human rights abuses, unethical business conduct (e.g. corruption), environmental damage or funding for conflicts." "Business partners are also required to fully support and co-operate with Volvo Cars' efforts to secure full transparency and traceability of their 3TG and cobalt supply chain." (p. 13). The company states in the Annual Report that "Every year we request suppliers of such components to declare their due diligence measures and disclose the smelters used in their supply chain" (p. 170).</p> <p>Code of Conduct for Business Partners (CoC BP)</p> <p>https://investors.volvocars.com/~/_media/Files/V/Volvo-Cars-IR-V2/codeofconduct_for_business_partners_en_2022_Digital_A4.pdfEF%BC%89%E5%92%8C</p>	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Analysis	Volvo
	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>Volvo Cars has a program in place to map battery supply chains back to the point of extraction. The company uses blockchain technology to increase the traceability of battery raw materials. "We also expanded our battery supply chain audit programme to include graphite (in addition to cobalt, lithium, nickel, mica and the tracking of carbon emissions). The programme assesses all tiers of our supply chain, from mining to our manufacturing facilities." (Annual Report, p. 42).</p> <p>"After introducing the use of blockchain technology in 2019, in collaboration with Circolor, to trace cobalt, we have added lithium, nickel (used for battery manufacturing), and mica (for isolation sheets) and, in 2023, graphite (used for battery manufacturing) to the traceability programme. Blockchain enables the tracing of raw materials from the mine to the car and thus the identification of the actors in our supply chain tier by tier. (Annual Report, p. 170).</p> <p>The company does not disclose any detail from their mapping regarding e.g. countries of origin.</p> <p>2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</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 discusses the risk of sourcing 3TG from CAHRAs, (Annual Report, p. 167, 170-171). The company does not disclose broader human rights risks associated with other transition minerals.</p> <p>2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p>	0.5
		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>	Volvo does not disclose a list of SoRs.	0
		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>Volvo Cars discloses information on RMI conformance for its conflict minerals supply chain: "After evaluating the data, we conclude that the level of RMAP-compliant smelters in our conflict minerals supply chain was 65 per cent." (Annual Report, p. 170-71).</p> <p>2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p>	0.4

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Analysis	Volvo
	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	2
		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>Volvo does not disclose whether it engages SoRs to build their capacity. The company does participate in the RMI, which engages SoR as part of their program (Annual Report, p. 171).</p> <p>2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</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.	Not disclosed	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>The company is not a member of IRMA, although mine site audits are conducted against IRMA Standard for Responsible Mining Critical Requirements (Annual Report, p. 168). In its 2022 Annual Report the company disclosed that it is engaging suppliers regarding certification by "conducting audits of mine sites against the IRMA Standard for Responsible Mining Critical Requirements or equivalent schemes". However, the company does not disclose a commitment to source a percentage of metals from IRMA certified mines.</p> <p>2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p> <p>2022 Annual and Sustainability Report - https://vp272.alertir.com/afw/files/press/volvocar/202303076447-1.pdf</p>	0.8
		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.	Volvo Analysis	Volvo
	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.	The company does not commit to UNDRIP in their Human Rights Statement and does not have a standalone Indigenous Peoples' rights policy	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>	The company does not commit to FPIC in their Human Rights Statement and does not have a standalone Indigenous Peoples' rights policy	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>	Neither the company's SCoC or sourcing policy explicitly reference UNDRIP or FPIC	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>	Not disclosed	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.	Volvo Analysis	Volvo
		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.	0.8
		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.	Volvo Analysis	Volvo
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>Volvo Car's Code of Conduct states: " We are particularly vigilant in respecting international human rights standards, based on the Universal Declaration of Human Rights, the United Nations Guiding Principles on Business and Human Rights, and the Fundamental Conventions of the International Labour Organization" (p. 8). The company explicitly mentions a commitment to freedom of association and the right to collective bargaining; a safe and healthy working environment, not to engage or tolerate forced labour, child labour, or discrimination in respect of employment and occupation (p. 17-18)</p> <p>Volvo Cars commits to "a competitive remuneration package that meets all legal and industry standards, and at the very least constitutes a so-called living wage" (p. 18). In its Annual Report, the company adds: "We aim for a living wage standard according to our People Policy and continuously analyse pay equity and wage levels, compared with minimum wages (p. 165). However, it does not outline how they calculate the living wage.</p> <p>Code of Conduct https://investors.volvocars.com/~//media/Files/V/Volvo-Cars-IR-V2/CnE/volvo_cars_code_of_conduct_english.pdf</p> <p>2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p>	0.75
		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>Volvo Cars states in its CoC BP that it "supports the requirements of the International Labour Organization (ILO) and expects its Business Partners to adhere to and respect the ILO standards." The company explicitly mentions child labour, forced labour, freedom of association and collective bargaining, health and safety, non-discrimination and equal opportunities (p. 11).</p> <p>The CoC BP does not require a living wage: "Business Partners shall pay employees wages and benefits that meet or exceed the legal minimum standards, collective bargaining agreements or appropriate prevailing industry standards, whichever is higher." (p. 11). While elsewhere the company recommends Business Partners to provide "compensation that is adequate to cover basic needs and enable a decent standard of living", this is not a requirement.</p> <p>There are no specific requirements on recruitment fees.</p> <p>Code of Conduct for Business Partners (CoC BP) https://investors.volvocars.com/~//media/Files/V/Volvo-Cars-IR-V2/codeofconduct_for_business_partners_en_2022_Digital_A4.pdf?EF%BC%89%E5%92%8C</p>	1	
	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>	<p>Volvo states in its Annual Report that they seek stakeholder feedback as input to the materiality review. This includes affected stakeholders such as "direct employees, suppliers and people working in the value chain." "Employee input has been collected from onsite audits and formal dialogues with employee representatives. An open survey focusing on sustainability topics was also made available to some employees during the year to track anonymized feedback on material issues. Input from value chain workers is collected during onsite audits at suppliers (p. 164).</p> <p>2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p>	1	

Sub-section	Indicator Category	Indicators	Total Number of Points	Points Modifier (if applicable)	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Analysis	Volvo
		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.	Volvo Cars does not disclose salient risks to workers' rights and where in the supply chain these are located. It does disclose one specific case: "a case was identified by procurement professionals about the possible use of forced labour at the production facility of one of our directly contracted suppliers' in Eastern Europe. (Annual Report, p. 171). However, it is not clear what material supply chain this case is related to. 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf	0
	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		25%: the company has a collective agreement with the relevant trade union in the headquartered country. 25%: the company has a global framework agreement with IndustriALL for neutrality across all its operations. 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. 25%: IndustriAll was actively involved in the formulation of the company's workers' rights principles and/or policies.	Not disclosed	0
		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 specified	0
	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.	Not specified	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

