



Lead the Charge Automaker Supply Chain Scorecard - 2026 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 research and 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. Note that the final version of this scorecard will be published as an interactive web page online.

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.](#)

[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](#)

[9. 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.](#)

Overall scores

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 mineral sourcing	Indigenous Peoples' rights	Workers' rights in the supply chain	Total	
BMW	34%	67%	16%	9%	16%	27%	30%	73%	32%	12%	39%	39%	19%
BYD	14%	18%	0%	8%	20%	12%	13%	38%	12%	0%	13%	16%	53%
Ford	45%	58%	23%	37%	29%	37%	40%	73%	70%	26%	28%	49%	6%
GAC	4%	11%	0%	0%	9%	5%	5%	4%	2%	0%	3%	2%	48%
Geely*	27%	38%	19%	21%	26%	26%	31%	51%	17%	2%	26%	24%	36%
GM	22%	29%	18%	19%	7%	18%	20%	46%	23%	11%	19%	25%	19%
Honda	12%	32%	0%	1%	2%	9%	8%	37%	20%	0%	8%	16%	2%
Hyundai	23%	41%	12%	8%	15%	19%	21%	47%	26%	3%	22%	25%	9%
Kia	21%	51%	7%	4%	10%	18%	20%	44%	25%	6%	19%	23%	12%
Mercedes	41%	51%	28%	26%	36%	35%	39%	62%	35%	26%	48%	42%	11%
Nissan	15%	35%	1%	15%	7%	15%	13%	40%	14%	0%	12%	17%	4%
Renault	31%	49%	5%	10%	39%	26%	28%	52%	34%	17%	36%	35%	12%
SAIC	3%	10%	0%	0%	6%	4%	4%	0%	0%	0%	3%	1%	22%
Stellantis	21%	37%	1%	1%	22%	15%	14%	64%	26%	3%	21%	29%	7%
Tesla	49%	45%	22%	45%	56%	42%	50%	60%	69%	25%	40%	48%	100%
Toyota	9%	20%	0%	0%	12%	8%	7%	18%	19%	0%	3%	10%	2%
Volkswagen	39%	54%	13%	16%	31%	28%	31%	68%	48%	23%	46%	46%	11%
Volvo	44%	53%	58%	55%	17%	46%	55%	64%	37%	8%	20%	32%	23%

[^] Automotive sales data from Marklines. All figures are cumulative annual values for the year 2025. The data covers passenger vehicles only.

*Geely Auto Group data includes Marklines sales data from the Geely, Galaxy, Zeekr and Lynk&Co brands only.

[~]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/>

LINKED DATA

Summary of fossil-free and environmentally sustainable supply chains scores

Theme	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	2
		1.1.2. The company discloses "significant emissions" in its supply chain.	1	0
		1.1.3. The company discloses water usage by key suppliers in its supply chain.	1	0
		1.1.4. The company discloses deforestation and conversion-free commodity volumes from its supply chain	1	0
		DISCLOSE TOTAL	5	2
		DISCLOSE %		40%
	1.2. Target-setting and progress towards fossil free and environmentally sustainable supply chains	1.2.1. The company has set and disclosed a scope 3 SBT (must include reference to upstream/ purchased goods & not only 'Well to Wheel')	2	2
		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	0.25
		1.2.4. The company requires all significant suppliers to set water reduction targets and disclose their water usage.	1	0.5
		1.2.5. The company has programs in place to monitor suppliers for compliance with GHG emissions targets and other environmental impacts.	1	0.75
		1.2.6. The company commits to eliminate deforestation and the conversion of all natural ecosystems from their supply chains.	1	0.25
		TARGET-SETTING & PROGRESS TOTAL	7	4.5
	TARGET-SETTING & PROGRESS %		64%	
	1.3. Use of supply chain levers to achieve fossil free and environmentally sustainable supply chains	1.3.1. The company incentivises suppliers to reduce GHG and other significant air emissions.	1	0.75
		1.3.2. The company implements incentives and control systems to improve water management by suppliers	1	0.6
		1.3.3. The company implements incentives and control systems to eliminate deforestation from its supply chain	1	0.2
		SUPPLY CHAIN LEVERS TOTAL	3	1.55
		SUPPLY CHAIN LEVERS %		52%
	GENERAL CLIMATE AND ENVIRONMENT - TOTAL % SCORE (WEIGHTED)			
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 %		50%
	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	1.2
		2.2.2. The company publishes progress towards their target by disclosing the current percentage of fossil-free and/or lower emission steel in their annual production cycle.	1	0
		2.2.3. The company has a target for the use of recycled 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 %		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 manufacturing.	2	1.7
		SUPPLY CHAIN LEVERS TOTAL	6	4.15

Summary of fossil-free and environmentally sustainable supply chains scores				
Theme	Indicator Category	Indicators	Total Number of Points	Volvo Cars Points
		SUPPLY CHAIN LEVERS %		69%
	STEEL - TOTAL % SCORE (WEIGHTED)			58%
	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 %		50%
	3.1. Disclosure of scope 3 GHG emissions due to aluminium	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 fossil-free and/or lower emission aluminium in their annual production cycle	1	0.5
		3.2.3. The company has a target to increase use of recycled aluminium by 2030.	2	1.5
		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 %		66%
	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 at scale.	1	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	0.2
		3.3.3. The company has entered into formal arrangements with suppliers to incentivise investment in and greater production of fossil free aluminium	2	1
		3.3.4. The company integrates improved recyclability of aluminium into automobile design and manufacturing.	2	0.7
		SUPPLY CHAIN LEVERS TOTAL	6	2.9
		SUPPLY CHAIN LEVERS %		48%
	ALUMINIUM - TOTAL % SCORE (WEIGHTED)			55%
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 %		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 %		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
		4.3.2. Company engages and/or enters into formal agreements with extractives and other value chain companies to prevent/mitigate adverse environmental impacts of lithium sourcing.	1	0
		4.3.3. Company engages and/or enters into formal agreements with extractives and other value chain companies to prevent/mitigate adverse environmental impacts of nickel sourcing.	1	0

Summary of fossil-free and environmentally sustainable supply chains scores

Theme	Indicator Category	Indicators	Total Number of Points	Volvo Cars Points
		4.3.4. Company engages and/or enters into formal agreements with extractives and other value chain companies to prevent/mitigate adverse environmental impacts of cobalt sourcing.	1	0
		4.3.5. 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
		4.3.6. The company invests in the development of new battery chemistries & technologies that minimize their overall material and carbon footprint by reducing the use of emissions-intensive minerals and toxic materials	2	0
		4.3.7. The company invests in the development of new battery designs, technologies, systems and/or processes to maximize the safe and effective recycling of EV batteries	1	0
		4.3.8. The company has established processes for battery repair, reuse and repurposing in order to maximize the usable lifespan of its EV batteries.	1	1
		4.3.9. The company has established closed-loop processes in order to maximize the recycling of end-of-life EV batteries	1	0.75
		SUPPLY CHAIN LEVERS TOTAL	11	2.25
		SUPPLY CHAIN LEVERS %		20%
	BATTERIES - TOTAL % SCORE (WEIGHTED)			17%
Climate Influence	Influence Map Performance Band: https:	Multiplier applied:		1.2

CLIMATE AND ENVIRONMENT - TOTAL NORMALIZED	18.0	8.3
CLIMATE AND ENVIRONMENT - TOTAL % SCORE (WEIGHTED)		46%
CLIMATE AND ENVIRONMENT - TOTAL NORMALIZED + IM MULTIPLIER		9.9
CLIMATE AND ENVIRONMENT - TOTAL % SCORE (WEIGHTED) + IM MULTIPLIER		55%

Summary of human rights & responsible sourcing scores

Sub-section	Indicator Category	Indicators	Total Number of Points	Volvo Cars points
1. Responsible Sourcing: General HR 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 %		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	1
		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	2.25
		IDENTIFY %		75%
	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	1.8
		1.3.3. The company reports on how it is prepared to respond if it finds non-conformances with the SCoC	1.5	0.5
		1.3.5. The company discloses how they verify the implementation of corrective actions.	1	1
		PREVENT, MITIGATE & ACCOUNT TOTAL	6.5	4.3
		PREVENT, MITIGATE & ACCOUNT %		66%
	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
		1.4.3. 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
		1.4.4. The company has put in place a remedy process for its supply chain.	2	0.5
		REMEDY TOTAL	5	1.75
		REMEDY %		35%
GENERAL HUMAN RIGHTS - TOTAL % SCORE (WEIGHTED)			64%	
2. Responsible Sourcing of Transition Minerals	2.1. Commit	2.1.1. The company has a commitment to responsible metals and minerals sourcing.	1	1
		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	2
		COMMIT TOTAL	3	3
		COMMIT %		100%
	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	2
		2.2.2. The company discloses conflict minerals risks in their supply chain and where they are located.	1	0
		2.2.3. The company discloses broader transition minerals risks in their supply chain and where they are located.	1	0

Summary of human rights & responsible sourcing scores

Sub-section	Indicator Category	Indicators	Total Number of Points	Volvo Cars points
		2.2.4. The company publishes a list of smelters or refiners (SoR) in its supply chain	1	0
		2.2.5. The company discloses which of the SoRs in its supply chain are conformant with the Responsible Minerals Initiative (RMI).	1	0.2
		IDENTIFY TOTAL	6	2.2
		IDENTIFY %		37%
	2.3. Prevent, Mitigate and Account	2.3.1. The company discloses how it monitors suppliers for compliance with the transition minerals due diligence requirements.	2	1.8
		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.	2	0.8
		Note: IRMA does not excuse companies from doing their own supply chain due diligence		
		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	0.5
		2.3.6. The company discloses how they verify the implementation of corrective actions.	1	1
		PREVENT, MITIGATE & ACCOUNT TOTAL	10.5	4.6
	PREVENT, MITIGATE & ACCOUNT %		44%	
	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
		REMEDY %		0%
	TRANSITION MINERALS - TOTAL % SCORE (WEIGHTED)			
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 requires its tier 1 suppliers to respect Indigenous Peoples' rights	2	1
		3.1.5. These commitments are translated into the languages used by the impacted Indigenous Peoples.	1	0
		COMMIT TOTAL	5	1
	COMMIT %		20%	
	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 %		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	0.25
		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

Summary of human rights & responsible sourcing scores					
Sub-section	Indicator Category	Indicators	Total Number of Points	Volvo Cars points	
		3.3.3. The company has a formal process in place to engage critical upstream suppliers on FPIC (e.g. extractives companies)	2	0	
		3.3.4. The company reports on how it is prepared to respond if it finds FPIC breaches in its supply chain.	1	0	
		PREVENT, MITIGATE & ACCOUNT TOTAL	6	1.05	
		PREVENT, MITIGATE & ACCOUNT %		18%	
	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 %		0%	
	INDIGENOUS RIGHTS - TOTAL % SCORE (WEIGHTED)				8%
	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	2
Note: only the specific worker rights commitments are evaluated here. Whether or not these commitments are extended beyond tier 1 suppliers is evaluated in the "General" human rights section.					
COMMIT TOTAL			3	2.75	
COMMIT %				92%	
4.2. Identify		4.2.1. The company consults trade unions and/or workers' representatives in their assessment of salient workers' rights risks in their supply chain.	1	0	
		4.2.2. The company discloses the salient workers rights risks in their supply chain and where they are located.	1	0	
		IDENTIFY TOTAL	2	0	
		IDENTIFY %		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	0.5	
		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	0.5	
		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 %		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 %		0%	
WORKERS' RIGHTS - TOTAL % SCORE (WEIGHTED)				20%	

Summary of human rights & responsible sourcing scores

Sub-section	Indicator Category	Indicators	Total Number of Points	Volvo Cars points
HUMAN RIGHTS - TOTAL NORMALIZED			26.0	8.4
HUMAN RIGHTS - TOTAL % SCORE (WEIGHTED)				32%

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	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 (2024 AR, p. 166).</p> <p>2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.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 against all of the above categories by key suppliers in its supply chain. The company will need to define its key suppliers if it does not disclose this information for the whole supply chain.</p> <p>50%: the company discloses significant emissions against some of the above categories for part of its supply chain.</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>The following scores are absolute not cumulative:</p> <p>100%: the company provides data against all of the above indicators for key suppliers in its supply chain. The company will need to define key suppliers if they do not disclose this information for their whole supply chain.</p> <p>50%: the company provides data against some of the above indicators for part of its supply chain.</p>	<p>Volvo acknowledges its reliance on freshwater across its value chain, noting that "approximately 84 percent comes from our supply chain, particularly steel production." (2023 AR, p. 156). However, Volvo's disclosure on water withdrawal, discharge and consumption only covers its own operations (2024 AR, p. 174).</p> <p>2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p> <p>2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	0

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	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>MODIFIER: Half points will be awarded if a company discloses information that meets any of the above criteria but only for part of its supply chain</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>The following scores are absolute, not cumulative:</p> <p>100%: the company has disclosed verified science-based targets that include scope 3, including 2050 (or sooner) and interim year target(s), and has also disclosed a disaggregated interim target for upstream/purchased goods (scope 3 category 1)</p> <p>50%: the company discloses a lifecycle target that includes upstream/purchased goods, including 2050 (or sooner) and interim year target(s), and/or does not indicate if its target(s) has been verified as science-based.</p> <p>25%: the company only discloses a 2050 zero emissions target with no interim target and/or does not specify upstream/purchased goods.</p>	<p>Volvo commits to reach net zero GHG emissions by 2040, with an interim goal of reducing the CO2 emissions per manufactured car by 30-35% by 2025 and 65-75% by 2030 that covers Scope 1, 2 and 3 (from a 2018 baseline). Volvo has also set disaggregated interim targets to reduce the emissions from materials per manufactured car by 25% by 2025 and 30% by 2030 (from a 2018 baseline). (2024 AR, p. 164)</p> <p>Volvo's absolute emission reduction target for Scope 1 and 2, as well as its target for reducing emissions in the "Use of Sold Products" category, have been verified by SBTi.</p> <p>2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	2

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		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 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 within 2 years.</p> <p>25%: company commits to having suppliers setting science-based emissions targets, but does not provide a target date or target date is more than 2 years away.</p> <p>0%: Company does not have a commitment.</p>	<p>Volvo outlines its requirement for suppliers on target setting in the CoC for Business Partners (December 2024 version, p. 13): “Business Partners shall establish a Greenhouse Gas (‘GHG’) Emissions Reduction Plan and set targets in line with climate science and the Paris Agreement, and preferably have such targets validated by the Science Based Target Initiative.”</p> <p>Additionally, in its 2024 AR (p. 160), Volvo states that “Suppliers are requested to develop company-specific goals for greenhouse gas emissions reduction, including a science-based CO2 reduction target”. This indicates that it requires all tier 1 suppliers to set SBTs.</p> <p>Code of Conduct for Business Partners (December 2024) https://investors.volvocars.com/~media/Files/V/Volvo-Cars-IR-V2/CnE/volvo_cars_code_of_conduct_english.pdf</p> <p>2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	0.75
		1.2.3. The company discloses the current percentage of suppliers providing science-based targets.	1	<p>25%: the company discloses the current percentage of tier 1 suppliers providing science-based targets.</p> <p>25%: the company discloses the current number and/or 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>Volvo disclosed in its 2023 CDP Climate Change Report (section C12.2a) that 63% of its suppliers by procurement spend are in compliance with the requirement of “setting a science-based emissions reduction target”. However, partly due to the change of CDP questionnaire structure, this data is no longer disclosed in Volvo’s response to the 2024 CDP Questionnaire (under 7.54.2). It can therefore not be assumed that this figure reflects the current percentage of Volvo’s suppliers that have set science-based targets, although it is safe to assume that the current percentage continues to be above 50% of tier 1 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>	0.25

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		1.2.4. The company requires all significant suppliers to set water reduction targets and disclose their water usage.	1	<p>50%: the company requires tier 1 suppliers to set water reduction targets</p> <p>50%: the company requires tier 1 suppliers to disclose their water usage. According to GRI 303, water usage includes:</p> <ul style="list-style-type: none"> - water withdrawn - water consumed - water discharged 	<p>In Volvo's latest CoC for business partners (p. 13), the company specifies its requirement for suppliers to set water reduction targets: "Business Partners shall have in place practices that enable efficient water management. This includes implementing clear and measurable targets for reducing water withdrawal and consumption, and preventing pollution from its water discharge. These targets should take into account the nature and context of the Business Partners' operations, including the geolocation (e.g. areas of high water-stress)."</p> <p>Additionally, in its latest Position Paper on Water Management (p. 2), Volvo states that "within the next two years we aim to have further reporting procedures and specific ambitions in place for the supply chain and with retail partners".</p> <p>Volvo Cars Position on Water Management (October 2024) https://www.volvocars.com/files/cs/v3/assets/blt066aeed1a18c768c/blt3fb724f5f93bca7b/66ea8bf744ba333d8b7f5ad3/volvo_cars_position_on_water_management.pdf?branch=prod_alias</p> <p>Code of Conduct for Business Partners (December 2024) https://investors.volvocars.com/~/_media/Files/V/Volvo-Cars-IR-V2/CnE/volvo_cars_code_of_conduct_english.pdf</p>	0.5

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Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		1.2.5. The company has programs in place to monitor suppliers for compliance with GHG emissions targets and other environmental impacts.	1	<p>50%: The company has a process that includes reducing GHGs and other environmental impacts, and includes targets as a basis for compliance.</p> <p>OR</p> <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>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 CoC for Business Partners (2024 AR, p. 198), which requires suppliers to “set targets in line with climate science and the Paris Agreement” (CoC for Business Partners, p. 13).</p> <p>Volvo 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 (2024 AR, p. 198). The SAQ includes questions on GHG emission targets (question 15).</p> <p>Additionally, Volvo discloses that 96 supplier audits were carried out, covering 68 directly contracted suppliers (tier-1) and 28 audits in the battery supply chain (p. 11).</p> <p>Volvo also discloses that “CO₂ emission targets are set on future car programs and cascaded down to individual components early in the design process” (p. 168). This implies that Volvo engages with suppliers regarding targets during the vehicle design process. However, the company does not disclose any specific examples, and thus does not get points for the last sub-indicator.</p> <p>Code of Conduct for Business Partners (December 2024) https://investors.volvocars.com/~/_media/Files/V/Volvo-Cars-IR-V2/CnE/volvo_cars_code_of_conduct_english.pdf</p> <p>2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p> <p>Drive Sustainability SAQ (v 5.0) https://www.drivesustainability.org/wp-content/uploads/2022/12/SAQ-5.0_DS-Format_EN_clean.pdf</p>	0.75

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Theme	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>Volvo Cars published its position paper on nature and biodiversity (September 2024), sustainable materials (September 2024) and responsible sourcing (January 2025). It recognizes the impact on biodiversity, especially from its upstream supply chain, and commits to “avoid and reduce its negative impacts on biodiversity throughout its value chain, while making positive contributions toward nature recovery” (Position Paper on Nature and Biodiversity, p. 3). It also commits to source responsibly by tracing raw materials of concern (RMoC) to their origin and perform basic and enhanced due diligence activities to ensure supplier compliance with its responsible sourcing requirements.</p> <p>In its latest CoC for business partners (p. 13), Volvo also has a general commitment to halting deforestation in its supply chain, stating that “Business Partners shall consider the nature and context of their activities, including their geolocation(s) in key biodiversity areas, and appropriately assess their biodiversity impact. They shall prioritise actions to actively avoid and mitigate their negative impact, including but not limited to pollution and land use change. Business Partners shall not directly or indirectly procure or finance the procurement of raw materials that result in deforestation or habitat destruction, or that are mined from the deep seabed.”</p> <p>However, the company does not disclose any time-bound targets to eliminate deforestation and conversion of natural ecosystems in the supply chain.</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> <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> <p>Volvo Cars position on nature and biodiversity (2024-09-09) https://www.volvocars.com/images/v/-/media/project/contentplatform/data/media/sustainability/volvo_cars_position_on_nature_and_biodiversity.pdf</p> <p>Code of Conduct for Business Partners https://investors.volvocars.com/~/_media/Files/V/Volvo-Cars-IR-V2/CnE/volvo_cars_code_of_conduct_english.pdf</p>	0.25

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
	<p>1.3. Use of supply chain levers to achieve fossil free and environmentally sustainable supply chains</p>	<p>1.3.1. The company incentivises suppliers to reduce GHG and other significant air emissions.</p>	<p>1</p>	<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”. This indicates that sustainability is taken into consideration for choosing a preferred supplier.</p> <p>Volvo’s sustainability requirements are incorporated into the terms and conditions for direct materials suppliers. These requirements explicitly request that direct materials suppliers develop company-specific goals for greenhouse gas emissions reduction, including a science-based CO2 reduction target (2024 AR, p. 160).</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> <p>2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p> <p>2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p>	<p>0.75</p>

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	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 has established 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 has operationalized policies, systems and/or processes to manage risks and address impacts of water depletion/pollution by (existing) suppliers (e.g. the company discloses 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.). Note: generic claims (e.g. simply stating that the company assesses / manages water-related risks) are insufficient — companies must explain the specific mechanisms used and/or provide concrete examples or data to illustrate implementation.</p>	<p>In Volvo's latest CoC for business partners (p. 13), the company specifies its requirement for suppliers to set water reduction targets: "Business Partners shall have in place practices that enable efficient water management. This includes implementing clear and measurable targets for reducing water withdrawal and consumption, and preventing pollution from its water discharge. These targets should take into account the nature and context of the Business Partners' operations, including the geolocation (e.g. areas of high water-stress)."</p> <p>Additionally, in its latest Position Paper on Water Management (p. 2), Volvo states that "within the next two years we aim to have further reporting procedures and specific ambitions in place for the supply chain and with retail partners".</p> <p>Volvo discloses that in 2024 it mapped a selection of directly-contracted suppliers in water-stressed areas and formally requested these suppliers to participate in a survey on water withdrawal, consumption, and discharge. This shows that the company has operationalized processes to assess and mitigate water risks in its supply chain (2024 AR, p. 173).</p> <p>Code of Conduct for Business Partners (December 2024) https://investors.volvocars.com/~media/Files/V/Volvo-Cars-IR-V2/CnE/volvo_cars_code_of_conduct_english.pdf</p> <p>Volvo Cars position on water management (October 2024) https://www.volvocars.com/files/cs/v3/assets/blt066aeed1a18c768c/blt3fb724f5f93bca7b/672c97d0c6ccf321cc1cac6c/volvo_cars_position_on_water_management.pdf?branch=prod_alias</p> <p>2024 Annual Report https://vp272.alertir.com/afw/files/press/volvo-car/202503118898-1.pdf</p>	0.6

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Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		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 has established 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 has operationalized policies, systems and/or processes to manage risks and address impacts of deforestation and land conversion by existing suppliers (e.g. the company discloses 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.). Note: generic claims (e.g. simply stating that the company assesses / manages deforestation risks) are insufficient — companies must explain the specific mechanisms used and/or provide concrete examples or data to illustrate implementation.</p>	<p>Volvo's CoC for Business Partners (p. 13) mandates that "Business Partners shall not directly or indirectly procure or finance the procurement of raw materials that result in deforestation or habitat destruction, or that are mined from the deep seabed." Its Position Paper on Nature and Biodiversity has a general commitment to avoid and reduce biodiversity impacts across its supply chain and asks suppliers to contribute to conservation and restoration activities (p. 3). Beyond this, the company does not explain how it incentivizes compliance on deforestation by (potential) new suppliers.</p> <p>Volvo discloses that it is mapping locations of its suppliers to gain an improved understanding of the risks in relation to key biodiversity areas (KBA) and has established new requirements for directly contracted suppliers to work and report according to the Taskforce on Nature-Related Financial Disclosures (TNFD), adopting the LEAP (Locate, Evaluate, Assess and Prepare) assessment approach (2024 AR, p. 176). Whilst these can be considered important steps for managing deforestation risks in its supply chain, the company does not disclose any activities it has undertaken to verify supplier compliance with these new requirements.</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> <p>2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	0.2

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Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
2. Fossil Free and Environmentally Sustainable Steel	2.1. Disclosure of scope 3 GHG emissions due to steel supply chains	2.1.1. The company discloses disaggregated GHG emissions for their steel supply chains.	1	<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 (2024 AR, p. 180). 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” (e.g., 18% from steel and iron for XC40 Recharge).</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p> <p>Carbon footprint report: Battery electric XC40 Recharge and the XC40 ICE https://www.volvocars.com/images/v/-/media/Project/ContentPlatform/data/media/sustainability/Volvo_carbonfootprintreport.pdf</p> <p>Life-cycle analysis of other EV models (EX40, EC40, EX30, EX90) under the Climate Action webpage https://www.volvocars.com/intl/v/sustainability/climate-action</p>	0.5

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Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
	<p>2.2. Target setting and progress towards fossil free and environmentally sustainable steel supply chains</p>	<p>2.2.1. The company has set targets for the use of fossil free and environmentally sustainable steel.</p>	2	<p>The scores below are absolute, not cumulative:</p> <p>100%: the company has a commitment to source 100% fossil-free steel by 2040, and has set interim targets to source at least 10% fossil-free steel AND 50% lower emission steel by 2030.</p> <p>80%: the company has a commitment to source 100% fossil-free steel by 2050, and has set interim targets to source at least 10% fossil-free steel AND 50% lower emission steel by 2030.</p> <p>60%: the company has set a target to source at least 10% fossil-free steel OR 50% lower emission steel by 2030.</p> <p>40%: the company has set an emissions reduction target for its steel supply chain that is aligned with the IEA Net Zero Roadmap (2023 version), specifically a 27% reduction by 2030 and 90% by 2050.</p> <p>20%: the company has a commitment to net zero steel by 2050 and/or a 2030 steel supply chain emissions reduction target that falls short of the above-mentioned thresholds.</p> <p>Note: For definitions of fossil-free steel and lower emission steel used in this indicator and those below, as well as comparisons with definitions from other standards and schemes, please refer to the methodology document.</p>	<p>As part of its SteelZero commitment, Volvo commits to using only net-zero steel by 2050 and also commits to having 50% of steel procurement meeting the following criteria by 2030: 1) Material certified by ResponsibleSteel™, or equivalent body; 2) Steel from companies with medium-term, science based emission targets; 3) Low Embodied Carbon Steel, with a defined specific emissions intensity which takes into account the proportion of end-of-life scrap. (2024 AR, p. 144). This is aligned with the company’s commitment in the position paper on sustainable steel, where the company states that “All our sourced steel should be near-zero by 2050” and defines near-zero as “ResponsibleSteel Performance level 4, < 0.4 kg CO2 eq/kg crude steel” (p.2).</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p> <p>Volvo position paper on sustainable steel https://www.volvocars.com/files/cs/v3/assets/blt066aeed1a18c768c/bltaafc30196ee5ca21/66ea8bf78d51832f3a253c8d/volvo_cars_position_on_sustainable_steel.pdf?branch=prod_alias</p>	1.2
		<p>2.2.2. The company publishes progress towards their target by disclosing the current percentage of fossil-free and/or lower emission steel in their annual production cycle.</p>	1	<p>The scores below are absolute, not cumulative:</p> <p>100%: The company discloses the current percentage of lower emission and/or fossil-free steel in its production cycle</p> <p>50%: The company partially discloses the quantity of fossil-free and/or lower emission steel used in its annual production cycle, e.g., in the form of an absolute amount instead of a percentage or only for some elements within its annual production cycle.</p>	Not disclosed.	0

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Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		2.2.3. The company has a target for the use of recycled steel by 2030.	2	<p>The scores below are absolute, not cumulative:</p> <p>100%: the company discloses a target to use at least 38% recycled steel by 2030, aligned with the IEA Net Zero Roadmap (2023 version). The target includes a specific commitment or target for increasing the use of post-consumer scrap.</p> <p>75%: the company discloses a target to use at least 38% of recycled steel by 2030, but does not specify a target for post-consumer scrap.</p> <p>50%: the company discloses a target for the use of recycled steel below the 38% threshold and lacks detail on scrap type.</p>	<p>Volvo aims to use 25% recycled steel in its new models by 2025 and 35% by 2030 (2023 AR, p. 155; 2024 AR, p. 184). This 2030 target is slightly below the IEA Net Zero Roadmap threshold. Besides, the company does not explicitly mention the use of post-consumer scrap in this target.</p> <p>Volvo 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	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	<p>The scores below are absolute, not cumulative:</p> <p>100%: the company discloses the percentage of recycled steel in their annual production cycle including volumes of both pre- and post-consumer steel. NB: Total recycled/scrap steel volume is sufficient if total steel volume is disclosed.</p> <p>75%: the company discloses the percentage of recycled steel in their annual production cycle.</p> <p>50%: The company partially discloses the quantity of recycled steel used in its annual production cycle, e.g., in the form of an absolute amount instead of a percentage or only for some elements within its annual production cycle.</p>	<p>Volvo reports using 15% recycled steel in its vehicles, but unclear whether this refers to pre- or post-consumer steel (2024 AR, p. 180).</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	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 at scale.	1	<p>50%: the company is a member of SteelZero.</p> <p>50%: the company is a member of the First Movers Coalition's sector group on steel</p>	<p>Volvo Cars is a member of SteelZero. Volvo Cars is not a member of the First Movers Coalition's sector group on steel.</p> <p>https://www.theclimategroup.org/steelzero-members</p> <p>https://initiatives.weforum.org/first-movers-coalition/community</p>	0.5

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		2.3.2. The company participates in multi-stakeholder standard / certification initiatives to drive investment in and production of socially and environmentally sustainable steel at scale.	1	<p>25%: the company is a member of ResponsibleSteel.</p> <p>50%: the company actively engages their steel suppliers regarding ResponsibleSteel certification.</p> <p>25%: the company has disclosed purchasing agreements for ResponsibleSteel certified steel.</p> <p>Note: 0.6 points modifier applied due to multistakeholder initiative assessment. See sheet 8.</p>	<p>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). It does not disclose any purchasing commitments for ResponsibleSteel certified steel.</p> <p>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</p>	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	<p>50%: the company states that it has entered into a formal arrangement with at least one steel supplier to invest in and scale-up production of lower emission or fossil-free steel.</p> <p>25%: at least one purchase agreement signed by the company with a steel supplier for the provision of lower emission or fossil-free steel is a binding contract for which timelines and scale of supply (e.g. volume of steel to be purchased per year) are publicly disclosed.</p> <p>25%: at least one purchase agreement signed by the company is for the provision of steel produced with breakthrough technologies for fossil-free steelmaking.</p>	<p>Volvo discloses that it secured access to near-zero primary and recycled sheet steel from SSAB, including SSAB Fossil-free™ and SSAB Zero™ steel, in 2023 (2023 AR, p. 155). In its 2024 AR (p. 161-162), Volvo further reveals that it has signed a new agreement with SSAB for the supply of recycled and near-zero-emissions steel, set to begin in 2025 for selected components in the upcoming EX60 SUV model (2024 AR, p. 161-162). However, the scale of supply is unclear.</p> <p>Volvo also discloses details about its procurement of scrap-based steel, including “scrap-based EAF sheet steel” for its EX90 model at its Charleston plant in the US, which “has a significantly lower carbon footprint than comparable primary sheet steel produced with conventional technologies.”</p> <p>Additionally, Volvo discloses a pilot project to “produce XC40 exterior steel panels with higher scrap share than conventional for BF-BOF steel” in Taizhou, China. However, the scale of this project is not clear (i.e. if the project is already supplying steel for the commercial production of Volvo’s vehicles).</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	1.5

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Theme	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 manufacturing.	2	<p>25%: the company discloses that it is implementing a closed-loop process for steel recycling (must include reference to post-consumer scrap).</p> <p>OR</p> <p>10%: the company discloses that it is implementing a closed-loop process for steel recycling (no reference to post-consumer scrap).</p> <p>PLUS</p> <p>25%: the company provides a qualitative description of the closed-loop process(es) it is implementing for steel recycling.</p> <p>25%: the company discloses that it improves the recyclability of steel through automotive and/or component design.</p> <p>25%: the company explains how it has used automotive and/or component design to improve the recyclability of steel (e.g. by minimizing copper contamination).</p>	<p>Volvo states that has started implementing closed loop recycling of steel scrap generated by its stamping operations (Position Paper on Sustainable Steel, p. 3). In its 2024 AR, Volvo discloses additional details on these efforts, stating that it extended closed loop recycling to include the majority of steel scrap at its Taizhou and Daqing facilities in China, supplementing similar processes in Sweden (2024 AR, p. 182).</p> <p>Although Volvo has the aim to “circulate scrap from end-of-life vehicles (ELV) back to automotive steel grades” (Position Paper on Sustainable Steel, p. 3) and indicates that it is “evaluating the potential for closed-loop end-of-life vehicle recycling and testing key materials, in collaboration with other companies” (2023 AR, p. 40), its existing closed-loop process for steel does not seem to include post-consumer scrap.</p> <p>In previous reporting, the company explained how it was using automotive design to increase the recyclability of sheet steel. In its 2024 AR (p. 182), Volvo discloses that a cross functional team of design, sustainability, and engineering conducted a dismantling study of the EV model EX90 to evaluate the reuse and recycling potential of components and materials, which is considered to include steel.</p> <p>Volvo position paper on sustainable steel (2024)</p> <p>Volvo Cars 2024 Annual Report</p>	1.7

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Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
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 aluminum 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 aluminum used in that vehicle.</p>	<p>Volvo discloses the CO2 footprint associated with the material breakdown per average vehicle, including 36% aluminium (2024 AR, p. 180). 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 aluminium under “Material production and refining” (e.g., 30% from aluminium for XC40 Recharge).</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p> <p>Carbon footprint report: Battery electric XC40 Recharge and the XC40 ICE https://www.volvocars.com/images/v/-/media/Project/ContentPlatform/data/media/sustainability/Volvo_carbonfootprintreport.pdf</p> <p>Life-cycle analysis of other EV models (EX40, EC40, EX30, EX90) under the Climate Action webpage https://www.volvocars.com/intl/v/sustainability/climate-action</p>	0.5

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Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
	<p>3.2. Target setting and progress towards fossil free and environmentally sustainable aluminum supply chains</p>	<p>3.2.1 The company has set targets for the use of fossil free and environmentally sustainable aluminium</p>	<p>2</p>	<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 2040, with interim targets for all procured primary aluminium to be produced with low-carbon power by 2035 and to source at least 10% fossil-free aluminium by 2030</p> <p>80%: the company has set a target that is aligned with Mission Possible 1.5 scenario: to ensure all primary aluminium is produced with low-carbon power by 2035</p> <p>60%: the company has set a target of procuring at least 10% fossil-free aluminium by 2030</p> <p>40%: the company has set an emissions reduction target for its aluminium supply chain that is aligned with the IEA Net Zero Roadmap (2023 version), specifically a 27% reduction by 2030 and by 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 its aluminium supply chain that falls short of the above-mentioned thresholds</p> <p>Note: For definitions of fossil-free aluminium and lower emission aluminium used in this indicator and those below, as well as comparisons with definitions from other standards and schemes, please refer to the methodology document.</p>	<p>Volvo has joined the First Movers’ Coalition and has therefore made a commitment of “10% of primary aluminium near-zero emission by 2030” (2024 AR, p. 144).</p> <p>Additionally, Volvo requests its component suppliers to source from smelters that meet its sustainability requirement: “To qualify as an approved smelter, at least 90 per cent of the electricity used for processing must come from renewable sources.” (2024 AR, p. 162) The company does not specify a timeline for this requirement.</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	<p>1.2</p>

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Theme	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 fossil-free and/or lower emission aluminium in their annual production cycle	1	<p>The following scores are absolute, not cumulative:</p> <p>100%: The company discloses the current percentage of fossil-free and/or lower emission aluminium in its supply chain</p> <p>50%: The company partially discloses the quantity of fossil-free and/or lower emission aluminum used in its annual production cycle, e.g., in the form of an absolute amount instead of a percentage or only for some elements within its annual production cycle.</p>	<p>Volvo requests its component suppliers to source from smelters with at least 90 per cent of the electricity used for processing coming from renewable sources (2024 AR, p. 162). But it is unclear what current percentage of aluminium procured by the company is produced with renewable energy or meets the lower emission criteria.</p> <p>However, in Volvo’s latest LCA for the model ES90, the company discloses data on the quantity of primary aluminium used that is produced with renewable energy: “The aluminium content of ES90 is 43 per cent primary, produced with renewable energy, 29 per cent recycled, 28 per cent primary, produced with the average energy mix in the grid.” This is considered to meet the second sub-indicator for partial disclosure.</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p> <p>Volvo ES90 LCA https://www.volvocars.com/files/cs/v3/assets/blt066aeed1a18c768c/blt6c134e71c3f39db3/volvo_es90_carbonfootprintreport.pdf?branch=prod_alias</p>	0.5
		3.2.3. The company has a target to increase use of recycled aluminium by 2030.	2	<p>These scores are not cumulative, they are thresholds for achieving a particular score.</p> <p>100%: the company discloses a target to use at least 42% recycled aluminium by 2030, aligned with the IEA Net Zero Roadmap (2023 version). The target includes a specific commitment or target for increasing the use of post-consumer aluminium scrap.</p> <p>75%: the company discloses a target to use at least 42% of recycled aluminium by 2030, but does not specify a target for post-consumer scrap</p> <p>50%: the company discloses a target for the use of recycled steel below the 42% threshold and lacks detail on scrap type</p>	<p>Volvo has set the goal of using 40 per cent recycled aluminium in its new models by 2025, which is slightly below the 42% specified by IEA Net Zero, but 5 years earlier (2024 AR, p. 184). However, it only applies to new models and does not specify post-consumer scrap in the target.</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	1.5

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Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		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	<p>These scores are not cumulative, they are thresholds for achieving a particular score:</p> <p>100%: the company discloses the percentage of recycled aluminium in their annual production cycle including volumes of both pre- and post-consumer aluminium. NB: Total recycled/scrap steel volume is sufficient if total steel volume is disclosed.</p> <p>75%: the company discloses the percentage of recycled aluminium in their annual production cycle.</p> <p>50%: The company partially discloses the quantity of recycled aluminum used in its annual production cycle, e.g., in the form of an absolute amount instead of a percentage or only for some elements within its annual production cycle.</p>	<p>Volvo discloses their estimated current percentage of recycled aluminium in the vehicles (13%), which has increased from 10% in 2023 and 2022. However, Volvo does not indicate what proportion of this is post-consumer scrap (2024 AR, p. 180).</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	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 at scale.	1	100%: the company is a member of First Movers Coalition sector group on aluminum	<p>Volvo Cars is a member of First Movers Coalition sector group on aluminium.</p> <p>https://initiatives.weforum.org/first-movers-coalition/community</p>	1

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Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		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	<p>25%: the company is a member of the Aluminum Stewardship Initiative (ASI).</p> <p>50%: the company actively engages their aluminum suppliers regarding ASI certification.</p> <p>25%: the company has disclosed purchasing commitments for ASI certified aluminum.</p> <p>Note: 0.4 points modifier applied due to multistakeholder initiative assessment. See sheet 8.</p>	<p>Volvo Cars is not a member of ASI. But it indicates that “We request component suppliers to source aluminium from smelters that meet our sustainability-related requirements... Smelters are required to provide carbon footprint calculations, audited by a third party, and be certified by the Aluminium Stewardship Initiative against their Performance Standard and Chain of Custody Standard.” (2024 AR, p. 162). This indicates that Volvo actively engages aluminium suppliers regarding ASI certification. However, the company doesn't disclose whether any of its existing suppliers have already undergone ASI certification.</p> <p>https://aluminium-stewardship.org/about-asi/members</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	0.2
		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 lower emission or fossil-free aluminium.</p> <p>25%: at least one purchase agreement signed by the company with an aluminium supplier for the provision of lower emission or fossil-free 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>	<p>Volvo discloses that it “Worked with suppliers to utilise aluminium produced with renewable electricity in components planned to enter production in 2025” (2024 AR, p. 142, p. 163). Whilst this is considered sufficient for the first sub-indicator, no additional details are provided.</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	1

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		3.3.4. The company integrates improved recyclability of aluminium into automobile design and manufacturing.	2	<p>25%: the company discloses that it is implementing a closed-loop process for aluminium recycling (must include reference to post-consumer scrap).</p> <p>OR</p> <p>10%: the company discloses that it is implementing a closed-loop process for aluminium recycling (no reference to post-consumer scrap).</p> <p>PLUS</p> <p>25%: the company provides a qualitative description of the closed-loop process(es) it is implementing for aluminium recycling.</p> <p>25%: the company discloses that it improves the recyclability of aluminium through automotive and/or component design.</p> <p>25%: the company explains how it has used automotive and/or component design to improve the recyclability of aluminium (e.g. through the development of new alloys).</p>	<p>In previous reporting Volvo provided details on closed-loop processes for aluminium recycling. In its 2024 Annual Report (p. 182), Volvo discloses that it “introduced closed-loop recycling systems for aluminium scrap” at its factories in Taizhou and Chengdu (in China) in addition to its existing efforts in Sweden in 2023. However, there are no references to post-consumer scrap.</p> <p>The company makes no specific references to using design to improve the recyclability of aluminium.</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	0.7
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., Li-ion battery module accounts for 28% of carbon foot print of the XC40 model, as disclosed in the LCA report of XC 40 Recharge, p. 24).</p> <p>https://www.volvocars.com/images/v/-/media/Project/ContentPlatform/data/media/sustainability/Volvo_car_bonfootprintreport.pdf</p>	0.25

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Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
	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 2040 and a target to reduce their battery supply chain emissions by 50% by 2030.</p> <p>75%: the company has a commitment to produce 100% fossil free batteries by 2050 and a target to reduce their battery supply chain emissions by 50% by 2030.</p> <p>50%: the company has set an emissions reduction target for its battery supply chain that is aligned with the IEA Heavy Industry Guidance, specifically a 27% emissions reduction by 2030 and 95% by 2050.</p> <p>25%: the company has a commitment to net zero batteries by 2050 and/or a 2030 emissions reduction target for its battery supply chain that falls short of the above-mentioned thresholds.</p>	<p>Volvo has an overall target for reducing CO2 emissions from materials per manufactured car by 25 per cent per car by 2025 and by 30 per cent by 2030 (from a 2018 baseline) (2024 AR, p. 165) and indicates that “We aim to reduce the emissions from materials by...reducing the carbon footprint of our battery cells and modules in collaboration with our suppliers” (p. 165). However, it does not specify a disaggregated target for its battery supply chain.</p> <p>Additionally, Volvo indicates that “use renewable electricity in battery processes” is one of the measures planned for implementation by 2030 (2024 AR, p. 163), however this is not accompanied by a quantitative target.</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	0
		4.2.2. The company has set a target to reduce reliance on energy intensive minerals in battery production.	1	<p>25%: statement of intent to reduce high intensity minerals in battery production (which may include a commitment to producing smaller batteries).</p> <p>25%: the company has set a disaggregated target for the reduction of primary sources of nickel in their supply chain.</p> <p>25%: the company has set a disaggregated target for the reduction of primary sources of lithium in their supply chain.</p> <p>25%: the company has set a disaggregated target for the reduction of primary sources of cobalt in their supply chain.</p> <p>Note: The final three scoring criteria can also be met by setting targets for increasing the % recycled nickel/lithium/cobalt used in new batteries.</p>	<p>Volvo has stated (2022 AR, p24) that it intends to reduce its reliance on high intensity, primary minerals in its batteries.</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> <p>Note: companies that disclose recovery rates already achieved at commercial scale and/or with existing supplier requirements on recovery rates may score points for this indicator if the disclosed recovery rates match the 2025 thresholds (25% of points) or the 2030 thresholds (100% of points).</p>	Not disclosed.	0

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Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
	<p>4.3. Use of supply chain levers to achieve fossil free and environmentally sustainable battery supply chains</p>	<p>4.3.1. The company requires all battery manufacturers to use 100% renewable electricity</p>	<p>2</p>	<p>The following scores are absolute, not cumulative: 100%: the company discloses a requirement that all battery manufacturers are required to use 100% renewable electricity. 50%: the company discloses agreements/requirements for 100% renewable energy with some battery manufacturers 25%: the company discloses agreements/requirements for reduced emissions with some battery manufacturers or 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>In 2024 AR (p. 142), Volvo states that “Our direct materials suppliers are requested to set targets and perform actions towards climate neutral energy sources in their own operations and upstream supply chain as part of our Sustainability Requirements”. Volvo defines climate neutral energy as “electricity, heating, cooling, and compressed air that causes no net increase in emissions of greenhouse gases in Scope 1 or 2” (p. 169). With this requirement, it is unclear if all battery manufacturers are required to use 100% renewable energy.</p> <p>Additionally, Volvo indicates that “use renewable electricity in battery processes” is one of the measures planned for implementation by 2030 (2024 AR, p. 163). However, this does not seem to be a mandatory requirement for suppliers.</p> <p>The company also discloses that “53% climate neutral energy at directly contracted supplier sites (who have completed our environmental assessment)” has been achieved in 2024, but it is unclear to what extent these include existing agreements with battery suppliers.</p> <p>As a result, it can only be assumed that Volvo has some plans/agreements with battery manufacturers to reduce emissions, including using renewable electricity. Thus it can only get points for the third sub-indicator.</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p> <p>Volvo 2022 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202303076447-1.pdf</p> <p>Volvo 2021 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202204044874-1.pdf</p>	<p>0.5</p>

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Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		4.3.2. Company engages and/or enters into formal agreements with extractives and other value chain companies to prevent/mitigate adverse environmental impacts of lithium sourcing.	1	<p>25%: the company has identified and disclosed specific environmental risks of lithium sourcing (e.g. air pollution, water, biodiversity etc.).</p> <p>25%: the company describes its overall approach or strategy to prevent/mitigate environmental risks and adverse impacts within its lithium supply chain (e.g. incorporating environmental conditions into contracts with suppliers, participating in multi-stakeholder initiative(s) to address environmental impacts of lithium sourcing etc.).</p> <p>25%: the company has entered into contractual agreements for the purchase of low-carbon lithium. These agreements may include joint ventures, purchasing commitments, and/or other forms of investment, including R&D.</p> <p>25%: the company provides examples or case studies of contractual agreements and/or direct engagement with specific lithium mining or refining companies to address environmental risks and adverse impacts. Note: examples of direct engagement can be with direct or indirect suppliers. In order to score points here, the company must provide the name of the lithium supplier and the location of the mine or project in question, and it must be clear the engagement / agreement addresses environmental impacts specifically.</p>	<p>Since 2019, Volvo has commissioned independent audits of suppliers in its battery supply chain from RCS Global, an SLR Company (RCS) (2024 AR, p. 200). These audits cover suppliers in its lithium supply chain, with an aim to ensure that suppliers in all tiers of the battery supply chains are compliant with relevant regulations and continue to improve responsible sourcing performance. However, Volvo does not disclose any specific environmental risks that it has identified in its lithium supply chain. Nor has the company disclosed details on the measures it has implemented to mitigate these risks or any example of direct engagement with lithium suppliers.</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	0
		4.3.3. Company engages and/or enters into formal agreements with extractives and other value chain companies to prevent/mitigate adverse environmental impacts of nickel sourcing.	1	<p>25%: the company has identified and disclosed specific environmental risks of nickel sourcing (e.g. air pollution, water, biodiversity etc.).</p> <p>25%: the company describes its overall approach or strategy to prevent/mitigate environmental risks and adverse impacts within its nickel supply chain (e.g. incorporating environmental conditions into contracts with suppliers, participating in multi-stakeholder initiative(s) to address environmental impacts of nickel sourcing etc.).</p> <p>25%: the company has entered into contractual agreements for the purchase of low-carbon nickel. These agreements may include joint ventures, purchasing commitments, and/or other forms of investment, including R&D.</p> <p>25%: the company provides examples or case studies of contractual agreements and/or direct engagement with specific nickel mining or refining companies to address environmental risks and adverse impacts. Note: examples of direct engagement can be with direct or indirect suppliers. In order to score points here, the company must provide the name of the nickel supplier and the location of the mine or project in question, and it must be clear the engagement / agreement addresses environmental impacts specifically.</p>	<p>Since 2019, Volvo has commissioned independent audits of suppliers in its battery supply chain from RCS Global, an SLR Company (RCS). These audits cover suppliers in its nickel supply chain (2024 AR, p. 200). However, Volvo does not disclose any specific environmental risks that it has identified in its nickel supply chain. Nor has the company disclosed details on the measures it has implemented to mitigate these risks or any example of direct engagement with nickel suppliers.</p> <p>Volvo does disclose that it participated in “a travel arranged by Drive Sustainability and IndustriALL Global Union to Indonesia to visit nickel mines and treatment units, engage with rightsholders, particularly workers and trade unions, and government representatives to further increase our understanding of the challenges and opportunities in this area” (2024 AR, p. 200). However, this trip did not seem to focus on environmental issues and it is also unclear if Volvo engaged directly with its own nickel supplier(s) in the process. Thus, it does not qualify for points for the last two sub-indicators.</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	0

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		4.3.4. Company engages and/or enters into formal agreements with extractives and other value chain companies to prevent/mitigate adverse environmental impacts of cobalt sourcing.	1	<p>25%: the company has identified and disclosed specific environmental risks of cobalt sourcing (e.g. air pollution, water, biodiversity etc.).</p> <p>25%: the company describes its overall approach or strategy to prevent/mitigate environmental risks and adverse impacts within its cobalt supply chain (e.g. incorporating environmental conditions into contracts with suppliers, participating in multi-stakeholder initiative(s) to address environmental impacts of lithium sourcing etc.).</p> <p>25%: the company has entered into contractual agreements for the purchase of low-carbon cobalt. These agreements may include joint ventures, purchasing commitments, and/or other forms of investment, including R&D.</p> <p>25%: the company provides examples or case studies of contractual agreements and/or direct engagement with specific cobalt mining or refining companies to address environmental risks and adverse impacts. Note: examples of direct engagement can be with direct or indirect suppliers. In order to score points here, the company must provide the name of the cobalt supplier and the location of the mine or project in question, and it must be clear the engagement / agreement addresses environmental impacts specifically.</p>	<p>Since 2019, Volvo has commissioned independent audits of suppliers in its battery supply chain from RCS Global, an SLR Company (RCS) (2024 AR, p. 200). These audits cover suppliers in its cobalt supply chain. However, Volvo does not disclose any specific environmental risks of cobalt sourcing.</p> <p>Volvo is involved in the Better Mining initiative through sponsorship, but the initiative focuses more on “improving the working and living conditions” around ASM communities in the DRC, without specifying specific environmental impacts that are addressed (p. 144). Thus, it does not get points for the last sub-indicator.</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	0
		4.3.5. 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	<p>100%: the company is a member of the Global Battery Alliance.</p>	<p>Volvo Cars is not a member of the GBA.</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p> <p>https://www.globalbattery.org/about/members/</p>	0

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		4.3.6. The company invests in the development of new battery chemistries & technologies that minimize their overall material and carbon footprint by reducing the use of emissions-intensive minerals and toxic materials	2	<p>25%: the company provides examples of R&D that they are conducting in-house or in partnership with value chain partners to develop new battery chemistries / technologies that reduce the use of emissions-intensive minerals (such as nickel and cobalt). Note: this could include R&D into the development of smaller batteries.</p> <p>25%: the company provides examples of the systems and processes it is developing to scale this R&D to commercial production.</p> <p>50%: the company has brought to market electric vehicles that utilize battery chemistries / technologies that meet the above criteria.</p>	<p>In October 2024, Volvo Cars began the process of acquiring full ownership of NOVO Energy, a joint venture previously set up with Northvolt AB, with transaction completion expected in Q2 2025 (2024 AR, p. 42). The joint venture aimed to develop sustainable batteries and establish a new manufacturing plant in Gothenburg (p. 41, p. 120). Volvo notes that "battery production at NOVO Energy depends on third-party or other partner involvement" but does not disclose the technology used (or planned) for production, and how it reduces the use of energy-intensive minerals.</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	0
		4.3.7. The company invests in the development of new battery designs, technologies, systems and/or processes to maximize the safe and effective recycling 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 recyclability of batteries (i.e. recovery rates). Note this could include R&D into battery design and/or recycling methods.</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 recovery rates achieved at commercial scale is evaluated in indicator 4.3.10.</p>	<p>Volvo states that “we have recently secured battery recycling in Europe from companies that meet our sustainability standards” which is “in addition to similar agreements in China while ensuring the retention of material value from the batteries (2024 AR, p. 182). However, Volvo does not disclose any specific examples R&D to develop recycling methods or improve the recyclability of batteries.</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	0

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	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 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 and is expanding the network of battery centres in Asia and South America (2024 AR, p. 182).</p> <p>Volvo provides collection service of End-of-life High-Voltage Batteries through its battery disposal website. It also indicates that remote monitoring helps it to keep customers informed about battery lifespan (2024 AR, p. 182). These processes help to increase the volume of batteries collected.</p> <p>It discloses the number of batteries collected for repair, reuse, repurpose and recycling in 2024, which has decreased from 2023 (2024 AR, p. 180).</p> <p>Volvo 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	1

Company analysis - fossil-free and environmentally sustainable supply chains

Theme	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	Volvo Cars Analysis	Volvo Cars Points
		4.3.9. 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). Note: this could be mineral recovery rates and/or the total percentage of batteries recycled (out of all batteries collected for end-of-life treatment).</p>	<p>Volvo indicates that it has a closed-loop battery recycling process in China (2023 AR, p. 40). Additionally, Volvo has recently secured battery recycling in Europe from companies that meet its sustainability standards (2024 AR, p. 182).</p> <p>Volvo also discloses the number of batteries collected for recycling (separate from repair, reuse and repurposing) in 2024, which decreased from 2023. From the data disclosed by Volvo, it can be determined that Volvo recycled 79% of the total number of batteries collected for repair, reuse, repurposing and recycling during the reporting year (2024 AR, p. 180).</p> <p>However, Volvo does not disclose any qualitative information about the battery recycling processes/methods.</p> <p>Volvo 2023 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202403050374-1.pdf</p> <p>Volvo Cars 2024 Annual Report https://vp272.alertir.com/afw/files/press/volvocar/202503118898-1.pdf</p>	0.75
5. Climate Lobbying		Performance Band (A+ to F) is a full measures of a company's climate policy engagement, accounting for both its own engagement and that of its industry associations.	Multiplier of total category score	A=1.3 B=1.2 C=1.1 N/D = 1 D=0.9 E= 0.8 F=0.7	<p>Performance Band: B-</p> <p>https://lobbymap.org/company/Volvo-Cars-43475f3e016121a4dfad3d167997c45c</p>	1.2

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
1. Responsible Sourcing: General HR 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) and/or the OECD Guidelines for Multinational Enterprises.	Volvo has 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. 3). Volvo Cars Human Rights Statement 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/D421169D844D444E85EDD81178E0B0EE/human-rights-due-diligence-and-modern-slavery-statement.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. 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 explicitly requires suppliers to comply with the company's human rights policy that is limited in scope, or 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.	Volvo's Code of Conduct for Business Partners (CoCBP) requires suppliers to "adhere to and respect international human rights laws and standards, including at a minimum the International Bill of Human Rights, the Convention on the Rights of the Child, and the fundamental conventions as set out in the ILO Declaration on Fundamental Principles and Rights at Work. Business Partners shall further adhere to UN Guiding Principles on Business and Human Rights and other applicable internationally recognised standards." (p. 8). The company requires suppliers to extend the same requirements to their own suppliers: "Business partners shall... Implement the standards and principles set out in this Code throughout its organisation and extend the requirements to its value chain, ensuring that its Employees, subcontractors and other relevant third parties comply with said standards and principles." (p. 4). Volvo Cars Code of Conduct for Business Partners (CoCBP) https://www.volvocars.com/assets/volvocm/globalpages/live/33FAA080FC3242BBB51A99F4516541BB/codeofconduct_for_business_partners.pdf	2

Company analysis - human rights & responsible sourcing						
Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
	1.2. Identify	1.2.1. The company has a process in place to assess salient human rights risks in their supply chain.	1	<p>25%: the company states that there is a process in place for identifying salient human rights risks.</p> <p>25%: the company explains its methodology for identifying risks (e.g. desktop review) and prioritising them.</p> <p>25%: the company specifies how often they repeat this risk assessment.</p> <p>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.</p> <p>Finally, effective risk identification involves consultation with potentially impacted stakeholders. We have included additional indicators under each section below to reflect this.</p>	<p>Volvo describes its human rights due diligence process in its Human Rights Statement and its Annual and Sustainability Report (AS Report).</p> <p>Volvo identifies its salient human rights risks based on the methodology of international guidelines. It explains that this is based on “the severity of the potential impact and the potential financial risk and opportunity, together with the likelihood of the occurrence creating a grading methodology for determining the materiality of each scenario” (AS Report, p. 250). These risks are prioritised for due diligence (Human Rights Statement, p. 4, AS Report, p. 149).</p> <p>In 2023 and 2024 the company performed global value chain human rights risk assessments based on their salient human rights risks. This used “risk indices, due diligence results and consultation with experts and rightsholders” and lead to the development of a plan “to prevent, mitigate, cease, and remedy potential or actual human rights infringements in our value chain”. The company also prioritises high-risk countries. The 2023 value chain risk assessment resulted in the identification of 17 countries with heightened risk, which were prioritised for due diligence action during 2024. These countries are China, The Democratic Republic of the Congo, India, Turkey, Mexico, Malaysia, Indonesia, Brazil, Vietnam, Philippines, Colombia, Myanmar, Egypt, Zimbabwe, Sudan, Ukraine, Yemen (AS Report, p. 249). The 2024 value chain risk assessment led to the identification of 20 high-risk countries. The company explains that high-risk sites in high-risk countries are prioritised for enhanced due diligence (Human Rights Statement, p. 7). The process is conducted annually (p. 4, 7).</p> <p>Volvo states that it relies on “insights from human rights experts” for its “annual global value chain human rights risk assessment” (p. 7). It provides more detail in its AS Report, stating that “in 2024, we consulted with ... NGOs about responsible business in global supply chains. The insights gained in these dialogues serve as input in our due diligence efforts, including building an understanding of how rights holders in our value chain may be impacted by our direct and indirect operations and what actions we can undertake to drive improvement” (p. 196).</p> <p>Volvo Cars Human Rights Statement 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/D421169D844D444E85EDD81178E0B0EE/human-rights-due-diligence-and-modern-slavery-statement.pdf</p> <p>Volvo Car Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p>	1

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
		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's salient human rights risks are described in the company's 2024 Human Rights Statement, which covers the period from 1 January to 31 December 2024. These are impacts on the rights to a clean, healthy, and sustainable environment, health and safety, modern slavery (including forced labour), child labour, and threats or occurrence of abuse or violence. The company also mentions potential impacts on decent working conditions, non-discrimination, privacy, land and water rights, and the rights of Indigenous Peoples (p. 3).</p> <p>In its AS Report, Volvo lists additional human right risks in the supply chain, including risks to freedom of association and collective bargaining, risks to land rights, local communities and indigenous people, and other worker rights risks (p. 195-96).</p> <p>While Volvo describes the risks in a little more detail, the company does not specify the specific materials they relate to, or where in the supply chain they are located (e.g. tier and/or location).</p> <p>Volvo Cars Human Rights Statement 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/D421169D844D444E85EDD81178E0B0EE/human-rights-due-diligence-and-modern-slavery-statement.pdf</p> <p>Volvo Car Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p>	0.25

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
		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 preventive/mitigating action. 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 preventive/mitigating 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’s supply chain human rights due diligence consists of a “basic” and an “enhanced” due diligence process. The basic due diligence process includes on-site audits, self-assessment questionnaires, and screenings. The enhanced due diligence process is conducted on high-risk suppliers, and includes on-site audit programs run by third-party providers.</p> <p>High-risk supplier categories are identified based on the basic due diligence results, the global annual value chain human rights risk assessment, provision of components with “raw materials of concern”, and alerts from stakeholders, media or the company’s own grievance channel (Human Rights Statement, p. 5). Raw materials of concern are 20 minerals placed in this category because of their high ESG risks.</p> <p>The company’s risk assessment extends beyond Tier 1 for its battery supply chain (cobalt, nickel, lithium, graphite and mica supply chains). Audits are conducted by external parties, and are based on OECD or IRMA standards (p. 5).</p> <p>Differential assurance actions are designed based on the results of the company’s risk assessments: “Based on our identified Salient Human Rights Issues, we identify high-risk activities and high-risk countries throughout our value chain. We form our human rights due diligence plan based on this analysis” (AS Report, p. 196). “...the due diligence work enables us to identify environmental, social and governance risks and impacts and take actions to prevent, mitigate and address these” (AS Report, p. 197).</p> <p>These actions include corrective action plans, monitoring, as well as “auditing, training and consultation” (AS Report, p. 199).</p> <p>Volvo Cars Human Rights Statement 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/D421169D844D444E85EDD81178E0B0EE/human-rights-due-diligence-and-modern-slavery-statement.pdf</p> <p>Volvo Car Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p>	1

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
	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>In its Human Rights Statement, Volvo explains that due diligence to identify risks and monitor compliance is carried out prior to finalising agreements. Prospective suppliers are required to complete the SAQ. Prospective suppliers identified as high risk (e.g. located in high-risk countries or because of the materials they use in their products), undergo enhanced due diligence, which includes on-site audits (p. 5).</p> <p>The company clarifies that “meeting our sustainability requirements is a prerequisite to be part of our supplier choice process”. (AS Report, p. 197).</p> <p>Volvo discloses that in 2024, 1,417 suppliers (88 per cent) submitted a SAQ (AS Report, p. 198). However, the company does not clarify how many of these were potential new suppliers. Volvo also discloses that 95% of suppliers assessed were compliant with the company’s requirements. Again, it is not possible to know how many of these were potential new suppliers.</p> <p>The process extends to Tier 2 suppliers for the battery supply chain (AS Report, p. 198).</p> <p>Volvo Cars Group Annual and Sustainability Report 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p>	1

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
		1.3.2. The company discloses how it monitors suppliers for compliance with the SCoC during the contract period.	2	<p>20%: the company indicates 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).</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, their type and severity. Note: it is insufficient just to provide a number, additional information (for example, on the type, location, and/or severity of the non-conformances) must also be provided.</p> <p>OR</p> <p>10%: the company provides quantitative information on non-conformances found</p> <p>Note: 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 (this can refer to the company as a whole, or to the total number of suppliers within a relevant category). The action taken to respond to these findings is addressed by indicators below.</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 monitors compliance through their supplier Sustainability Assessment Questionnaire (SAQ), and audits. They also rely on reports submitted through their Tell Us reporting channel (CoCBP, p. 5, AS Report, p. 196).</p> <p>Volvo discloses that in 2024, 1,417 direct suppliers (88 per cent) submitted a SAQ, and that 95% were compliant with the company’s requirements. That means that 5% were found non-compliant and had to “form action plans” (AS Report, p. 198). However, the company does not give details as to type and severity of the non-conformances found.</p> <p>Volvo also discloses that 96 audits were performed across the supply chain, covering locations in Europe, Africa, South Asia, South-East Asia, etc. Of these, 68 were of direct suppliers (Human Rights Statement, p. 7).</p> <p>Volvo Cars Code of Conduct for Business Partners (CoCBP) https://www.volvocars.com/assets/volvocm/globalpages/live/33FAA080FC3242BBB51A99F4516541BB/codeofconduct_for_business_partners.pdf</p> <p>Volvo Car Group Annual and Sustainability Report 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p> <p>Volvo Cars Human Rights Statement 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/D421169D844D444E85EDD81178E0B0EE/human-rights-due-diligence-and-modern-slavery-statement.pdf</p>	1.8

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
		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, or potential 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 the actions it will take in response to findings of non-conformance by potential new suppliers (for example, time-bound action plans before contracts go ahead, policy revision, targeted training, onsite audits, refraining from contracting, etc.).</p> <p>33%: the company discloses specific actions it will take in response to findings of non-conformance by existing suppliers.</p> <p>33%: the company discloses the number of corrective action plans or equivalent issued during the reporting year. Note: this is distinct from providing remedy to impacted stakeholders.</p> <p>Note: this is distinct from providing remedy to impacted stakeholders.</p>	<p>Volvo does not specify the action it will take in response to findings of non-conformance by potential new suppliers. Regarding existing suppliers, Volvo’s main response is to require corrective action.</p> <p>The CoCBP requires suppliers to “take measures to remedy identified violations and to prevent similar occurrences in the future, including implementing appropriate and timely corrective actions” (p. 5). “Lack of cooperation, failure to address violations or take timely actions” may also result in “claims, a loss of business and, ultimately, termination of the business relationship with Volvo Cars” (p. 5). The company adds that “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 our Code of Conduct for Business Partners” (AS report, p. 200).</p> <p>Volvo does not disclose the number of CAPs issued during the reporting year.</p> <p>Volvo Cars Code of Conduct for Business Partners (CoCBP) https://www.volvocars.com/assets/volvocm/globalpages/live/33FAA080FC3242BBB51A99F4516541BB/codeofconduct_for_business_partners.pdf</p> <p>Volvo Car Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p> <p>Volvo Cars Human Rights Statement 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/D421169D844D444E85EDD81178E0B0EE/human-rights-due-diligence-and-modern-slavery-statement.pdf</p>	0.5

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
		1.3.5. The company discloses how they verify the implementation of corrective actions.	1	<p>The following scores are absolute, not cumulative:</p> <p>100%: the company discloses the types of actions that it undertakes across its whole supply chain to verify whether corrective actions have occurred.</p> <p>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>The company verifies implementation of corrective action through SAQ assessments (every two years) and follow-up audits (AS Report, p. 198, Human Rights Statement, p. 5).</p> <p>The company clarifies that if a supplier does not take the agreed actions, discussions are initiated to understand the root cause and identify ways they can support the supplier in meeting the audit requirements and the CoCBP (AS Report, p. 200).</p> <p>Volvo Car Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p> <p>Volvo Cars Human Rights Statement 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/D421169D844D444E85EDD81178E0B0EE/human-rights-due-diligence-and-modern-slavery-statement.pdf</p>	1

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
	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 has a dedicated "Tell-us" reporting system, which is available to anyone wishing to submit a concern, including "rightsholders or organisations representing rightsholders" to report potential human rights violations (Human Rights Statement, p. 6).</p> <p>The company further states that "rightsholders (such as indigenous people) or organisations representing them (such as NGOs) can also use Tell Us to anonymously report potential human rights abuses (AS Report, p. 205).</p> <p>According to Volvo's Code of Conduct, the reporting channel "is operated by an external partner" (p. 43).</p> <p>The third-party operator is called People Intouch B. V., "an independent Dutch company" "responsible for processing all messages", based in Amsterdam (Tell-us FAQ, Q 2.4).</p> <p>Volvo does not explain how it communicates the existence of its reporting line to suppliers' workers or other stakeholders.</p> <p>Volvo Cars Human Rights Statement 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/D421169D844D444E85EDD81178E0B0EE/human-rights-due-diligence-and-modern-slavery-statement.pdf</p> <p>Volvo Cars Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p> <p>Volvo Cars Code of Conduct https://www.volvocars.com/assets/volvocm/globalpages/live/25E6D988720F4641BB573E0C3FC58C1D/our_code_how_we_act.pdf</p> <p>Volvo Tell Us reporting line - Introduction FAQ and tips for making a report https://www.volvocars.com/files/cs/v3/assets/blt84e01a6904dbd2e8/bltbd6154f957590ff0/66f3fa406dbd3a660c254a7e/FAQ-tips-for-making-Tell-Us-report.pdf?branch=prod_alias</p>	1

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
		1.4.3. 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>25%: The company provides quantitative information about the total number of supply chain grievances, with detail as to their type, severity, tier, and geographical location.</p> <p>25%: the company provides information about the number of supply chain grievances resolved, and an indication of how they were resolved. Note: simply stating that the grievance was resolved is not enough - the company must disclose the substantive outcome (e.g. rejected and reasons for rejection, confirmed and compensation provided, and/or agreement with the complainant reached, and/or rectification of wrongful practices requested, etc.). The indicator below seeks greater detail as to the concrete measures of reparation offered.</p> <p>25%: The company provides information about the total number of ongoing supply chain grievances.</p>	<p>Volvo reports that in 2024, “227 suspected code of conduct violations were reported to the Compliance & Ethics Office” (AS Report, p. 206).</p> <p>Some statistical information is provided, but this does not focus on supply chain grievances, so the second to fourth sub-indicators cannot be scored.</p> <p>Volvo Cars Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p>	0.25

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
		1.4.4. The company has put in place a remedy process for its supply chain.	2	<p>25%: the company describes how they investigate an issue that is raised and escalate the issue within the company</p> <p>25%: the company indicates how they determine appropriate remedy</p> <p>25%: the company indicates whether the affected rightsholders are involved in the determination of remedy and how</p> <p>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</p> <p>Note: the UNGPs specify that impacted stakeholders should be involved in the determination of remedy. As such, additional indicators have been included under each of the focus areas to provide a score regarding the company's engagement with specific stakeholder groups.</p>	<p>Volvo explains that “all accusations are assessed, with appropriate action taken where proven substantiated. Investigations are independently conducted and conform to a designated procedure for investigation, documentation and corrective action.” (AS Report, p. 188).</p> <p>The company provides more detail about the investigation process in the company’s Tell Us-FAQ document: “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.” (Q 2.24).</p> <p>The company does not provide information about how they determine appropriate remedy, or whether affected rightsholders are involved, and it does not disclose any details as to measures of reparation for confirmed human rights grievances.</p> <p>Volvo Car Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p> <p>Volvo Tell Us reporting line - Introduction FAQ and tips for making a report https://www.volvocars.com/files/cs/v3/assets/blt84e01a6904dbd2e8/bltbd6154f957590ff0/66f3fa406dbd3a660c254a7e/FAQ-tips-for-making-Tell-Us-report.pdf?branch=prod_alias</p>	0.5

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
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 policy applies to conflict minerals, to battery raw materials, and to the company's "Raw Materials of Concern" (RMoC).</p> <p>The AS Report specifies: "Our Position on Responsible Sourcing applies to suppliers of components containing Raw Materials of Concern (RMoC) i.e. raw materials associated with severe negative environmental, social and governance impacts" (p. 196). The company provides a list of up to 20 such materials (p. 197).</p> <p>Volvo Cars Position on Responsible Sourcing https://www.volvocars.com/assets/volvocm/globalpages/live/65CB1BD4DD0C417FA0A7BFD2FD04D8D8/responsible_sourcing_position_paper.pdf</p> <p>Volvo Cars Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p>	1

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
		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’s CoCBP requires suppliers to “have effective due diligence processes when sourcing, or making use of, minerals and metals, in line with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from Conflict-Affected and High-Risk Areas.”</p> <p>Suppliers are required to “support Volvo Cars’ efforts to secure responsible sourcing in global supply chains. This includes conducting due diligence for Raw Materials of Concern (“RMoC”) to mitigate risks, enhance transparency and implement chain of custody models for material traceability in the supply chain” (p. 14).</p> <p>Volvo explains that each year, they ask suppliers of components containing 3TG to declare their due diligence efforts and provide detailed information on the smelters they use. This is done through the Conflict Minerals Reporting Template (CMRT) provided by the Responsible Minerals Initiative (RMI) (AS Report, p. 200). Note: it is not clear whether this information is strictly required or encouraged/requested. The company’s CoCBP and “Position on Responsible Sourcing” both require suppliers to conduct supply chain due diligence for the 3TG in their products (p. 14, and p. 2 respectively), and this includes enhancing transparency and traceability to enable Volvo to identify 3TG sources (CoCBP, p. 14). The company also explains that they check that the 3TG SoR in their supply chain are RMAP-conformant (AS Report, p. 200). These statements suggest that information on SoR is required, but this is not explicitly stated. While points are given for the last sub-indicator this year, more clarity will be expected going forward to continue to award points.</p> <p>Volvo Cars Code of Conduct for Business Partners (CoCBP) https://www.volvocars.com/assets/volvocm/globalpages/live/33FAA080FC3242BBB51A99F4516541BB/codeofconduct_for_business_partners.pdf</p> <p>Volvo Cars Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p> <p>Volvo Cars Position on Responsible Sourcing https://www.volvocars.com/assets/volvocm/globalpages/live/65CB1BD4DD0C417FA0A7BFD2FD04D8D8/responsible_sourcing_position_paper.pdf</p>	2

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
	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 including, at minimum, primary countries 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 explains that they are implementing blockchain technology to trade raw materials used in their EV batteries “from the mine to the car”. The company is doing this for cobalt, lithium, nickel, graphite (batteries) and mica (insulation sheets) (Human Rights Statement, p. 5).</p> <p>The company further explains that they “have been collaborating with the blockchain technology firm Circular in tracing the battery raw materials through blockchain since 2019.” (AS Report, p. 199). The blockchain traceability programme currently covers cobalt, lithium, nickel, graphite (for batteries) and mica (for battery insulation).</p> <p>“In 2024, building on our work with traceability we became the first car maker to introduce a battery passport, ahead of the newly-adopted EU Battery Regulation. Accessible via the Volvo Cars app and a QR code on the door frame, Volvo EX90 drivers can access the country of origin of cobalt, nickel, graphite, lithium and mica in their vehicle’s battery and related insulation” (AS Report, p. 200).</p> <p>While Volvo discloses the minerals it has mapped to the point of extraction, and the country of origin of these minerals for one of its EV (Volvo EX90), the company does not provide additional information emerging from these mapping efforts such as major suppliers and mine sites.</p> <p>Volvo Cars Human Rights Statement 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/D421169D844D444E85EDD81178E0B0EE/human-rights-due-diligence-and-modern-slavery-statement.pdf</p> <p>Volvo Cars Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p>	2

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
		2.2.2. The company discloses conflict minerals risks in their supply chain and where they are located.	1	<p>Note: Conflict minerals refers to tin, tungsten, tantalum and gold or "3TG".</p> <p>25%: the company discloses the risks of sourcing conflict minerals from CAHRAs in their supply chains, specifying the minerals and countries of origin potentially involved.</p> <p>25%: the company discloses whether they source conflict minerals from CAHRAs, as well as the relevant transition minerals and countries of origin involved.</p> <p>50%: the company describes the human rights risks associated with the CAHRA countries they source conflict minerals from in some level of detail. 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 recognises the risk of sourcing conflict minerals from CAHRAs, and seeks to source all components containing conflict minerals responsibly.</p> <p>As part of these efforts, the company seeks to trace the origins of these minerals by requiring suppliers to complete the Conflict Minerals Reporting Template (CMRT) provided by the Responsible Minerals Initiative (RMI) (AS Report, p. 200). However, the company does not specify the minerals and countries of origin potentially or actually involved.</p> <p>Elsewhere in the report the company lists a number of CAHRA countries in its supply chain (e.g. Democratic Republic of the Congo, India, Philippines, Colombia, Myanmar, Sudan, Ukraine, etc.) (p. 149), but does not confirm whether the company sources conflict / 3TG minerals from them.</p> <p>Volvo Cars Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p>	0
		2.2.3. The company discloses broader transition minerals risks in their supply chain and where they are located.	1	<p>The following scores are absolute and not cumulative:</p> <p>100%: the company discloses broader risks from transition minerals in their supply chains and where these are located, by reference to tier, and geographical location for lithium, nickel, cobalt and at least one other mineral.</p> <p>50%: the company discloses broader risks from transition minerals in their supply chains and where these are located, by reference to tier and geographical location for lithium, nickel and cobalt.</p> <p>25%: the company discloses broader risks from sourcing at least one transition mineral, with reference to tier and geographical location and/or the company discloses human rights risks of sourcing transition minerals in general, including countries of origin, without disaggregating this information for individual minerals</p>	<p>Volvo has a special due diligence program for "raw materials of concern", which include 20 materials the company considers to be associated with severe negative environmental, social and governance impacts (AS Report, p. 197).</p> <p>However, the company does not specify what these impacts are, and does not disclose where in the supply chain they are located.</p> <p>The company goes a little further in relation to nickel, describing efforts to understand challenges around nickel mines and treatment units in Indonesia (AS Report, p. 200), but does not specify the concrete human rights risks involved.</p> <p>Volvo Cars Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p>	0
		2.2.4. 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

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
		2.2.5. The company discloses which of the SoRs in its supply chain are conformant with the Responsible Minerals Initiative (RMI).	1	<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>Note: 0.4 points modifier applied due to multistakeholder initiative assessment. See sheet 8.</p>	<p>Volvo discloses that 63% of smelters in the company's 3TG supply chain are RMAP-compliant (AS Report, p. 198).</p> <p>Volvo Cars Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p>	0.2
	2.3. Prevent, Mitigate and Account	2.3.1. The company discloses how it monitors suppliers for compliance with the transition minerals due diligence requirements.	2	See general HR indicators	See general HR indicators	1.8
		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 is a member of RMI (AS Report, p. 144).</p> <p>The company does not specify whether it engages with SoR directly to increase their capacity.</p> <p>Volvo Cars Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p> <p>RMI Membership https://www.responsiblemineralsinitiative.org/about/members-and-collaborations/</p>	0.5

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
		2.3.3. The company formally engages extractives companies and includes human rights clauses in any contractual arrangements.	2	<p>50%: the company discloses that it has entered into direct agreements with extractives companies for the sourcing of transition minerals and that these companies are subject to human rights requirements</p> <p>50%: the company discloses the name of extractive companies it has entered into direct agreement with, the relevant transition minerals, and the location of the relevant mine or mines. Note: to score here, the company must provide this level of detail for a meaningful number of contracts (one or two is not enough).</p>	<p>Volvo clarifies that the company does not source battery raw materials (i.e. lithium, nickel, cobalt, and graphite) directly (AS Report, p. 199).</p> <p>It is not clear whether it sources other minerals (e.g. copper, 3TG) directly.</p> <p>Regardless, the company does not disclose any direct sourcing agreement.</p> <p>Volvo Cars Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p>	0
		2.3.4. The company is a member of IRMA and actively engages their suppliers with regards to IRMA mining audits. Note: IRMA does not excuse companies from doing their own supply chain due diligence	2	<p>25%: The company is a member of IRMA.</p> <p>50%: The company actively engages extractive companies within its supply chain regarding auditing by IRMA.</p> <p>25%: the company has established requirements for minerals / metals within its supply chain to be sourced from IRMA audited mines. Note: such requirements do not need to be effective immediately, but the requirement must at least refer to a pathway towards sourcing from mines that have undergone independent IRMA audits within a period of time. Requirements can apply to extractive companies and/or downstream suppliers (e.g. battery manufacturers).</p> <p>Note: 0.8 points modifier applied due to multistakeholder initiative assessment. See sheet 8.</p>	<p>The company is not a member of IRMA. However, mine site audits are conducted against IRMA's Standard for Responsible Mining Critical Requirements or equivalent schemes (AS Report, p. 200).</p> <p>In earlier reports, the company explained that it engaged suppliers regarding certification by conducting audits of mine sites against the IRMA standard.</p> <p>The company does not impose any express requirements on suppliers regarding IRMA auditing.</p> <p>Volvo Cars Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p>	0.8

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
		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	0.5
		2.3.6. The company discloses how they verify the implementation of corrective actions.	1	See general HR indicators	See general HR indicators.	1
	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

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
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	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. 50%: 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.)	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 requires its tier 1 suppliers to respect Indigenous Peoples' rights	2	The SCoC, responsible sourcing policy or equivalent explicitly requires suppliers to respect the UNDRIP (50%) and FPIC (50%). MODIFIER: Points will be halved if the policy is qualified.	Volvo's CoCBP requires suppliers to "respect the rights of local communities and indigenous people that may be affected by the activities of the Business Partners' operations or value chain by respecting the principle of Free, Prior, and Informed Consent ("FPIC"). Business Partners should have a robust risk assessment in place before starting operations or engaging in activities where the rights of indigenous people or local communities may be adversely affected and implement mitigating actions as required." (p. 11). Volvo Cars Code of Conduct for Business Partners (CoCBP) https://www.volvocars.com/assets/volvocm/globalpages/live/33FAA080FC3242BBB51A99F4516541BB/codeofconduct_for_business_partners.pdf	1

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
		3.1.5. 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 Indigenous Peoples concerned.</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 supply chain risk identification process explicitly includes FPIC and other Indigenous Peoples' rights issues through to the point of extraction.</p> <p>25%: the company discloses where in the supply chain these risks occur (e.g. materials, tiers, and geographical location).</p> <p>25%: the company explains how Indigenous Peoples are involved in the risk identification process.</p> <p>25%: the company provides case studies of this process in practice. Case studies should include information on the location, supplier/s involved, the potential impacts on Indigenous Peoples' rights, the Indigenous Peoples concerned and their objections or concerns, and the way the company went about or is ensuring that the specific rights in question are respected.</p>	<p>While Volvo acknowledges that their "electrification programme increases demand for the raw materials used in vehicle batteries" and that "these materials are to some extent extracted in countries where the rights of local communities and indigenous people to free, prior and informed consent are not respected" (AS Report, p. 196), the company does not clarify whether their supply chain risk identification process includes risks to Indigenous Peoples' rights, or to FPIC, explicitly.</p> <p>There is no further discussion about risks to Indigenous Peoples' rights, their participation in risk identification processes, or case studies in this regard.</p> <p>Volvo Cars Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p>	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 describes in detail the process that suppliers must follow (for example, guidance put in place by the company for suppliers to follow, or other practical means of operationalising the company's FPIC commitments throughout the supply chain).</p> <p>25%: the company states a minimum expectation for suppliers and/or the process it describes is limited in its application.</p>	<p>Volvo's CoCBP includes minimal expectations, requiring suppliers to "have a robust risk assessment in place before starting operations or engaging in activities where the rights of indigenous people or local communities may be adversely affected and implement mitigating actions as required." (p. 10).</p> <p>Volvo Cars Code of Conduct for Business Partners (CoCBP) https://www.volvocars.com/assets/volvocm/globalpages/live/33FAA080FC3242BBB51A99F4516541BB/codeofconduct_for_business_partners.pdf</p>	0.25

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
		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. Note: It is in addition to their membership of IRMA, and it applies whether the extractive companies are direct or indirect suppliers.</p> <p>25%: the company formally engages extractive companies 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

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
		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 general HR indicators provide a baseline for this. In addition:</p> <p>25%: the company discloses the action it will take if disagreements or disputes with Indigenous Peoples arise in its supply chain.</p> <p>25%: the company discloses the action it will take if it finds FPIC breaches in its supply chain.</p> <p>50%: the company explains how the Indigenous Peoples affected by FPIC breaches are involved in decisions about how to respond (including, but not limited to, whether the company should suspend or cease its relationship with a supplier).</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>FPIC is a continuous process – not a single decision at a single moment in time. Grievance mechanisms should be able to address FPIC concerns throughout the lifetime of a project.</p> <p>25%: the company explains how it involves Indigenous Peoples in the design of its grievance mechanisms and/or processes to address their complaints.</p> <p>25%: the company explains how it involves Indigenous Peoples in the investigation of grievances and determination of remedy.</p> <p>50%: the company provides examples or case studies of remedy provided to Indigenous Peoples for confirmed breaches of FPIC in the supply chain.</p>	<p>Not disclosed.</p> <p>Volvo states that they require suppliers to provide grievance channels “for employees and other stakeholders, including local communities and indigenous peoples”, and that “rightsholders (such as indigenous people) or organisations representing them (such as NGOs) can also use Tell Us to anonymously report potential human rights abuses” (AS Report, p. 196, 205).</p> <p>Despite these statements, the company does not explain how it actively seeks to inform Indigenous Peoples of the existence of this mechanism, or clarify whether affected Indigenous Peoples are involved in the design of grievance processes, in the investigations of complaints, or in the determination of remedy.</p> <p>Volvo Cars Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p>	0

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
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 commits to the ILO Declaration on Fundamental Principles and Rights at Work in its Human Rights Statement (p. 3).</p> <p>In its Code of Conduct, the company states that they “are particularly vigilant in respecting international human rights standards, based on ... the Fundamental Conventions of the International Labour Organization” (p. 8).</p> <p>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 also 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).</p> <p>In its AS Report, the company adds: “We aim to ensure a living wage for our employees, as well as for the workers throughout our value chain” (p. 215).</p> <p>However, it does not outline how they calculate the living wage.</p> <p>Volvo Cars Human Rights Statement 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/D421169D844D444E85EDD81178E0B0EE/human-rights-due-diligence-and-modern-slavery-statement.pdf</p> <p>Volvo Cars Code of Conduct https://www.volvocars.com/assets/volvocm/globalpages/live/25E6D988720F4641BB573E0C3FC58C1D/our_code_how_we_act.pdf</p> <p>Volvo Cars Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p>	0.75

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
		<p>4.1.2. The company extends their workers' rights commitments to their Tier 1 suppliers and beyond.</p> <p>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.</p>	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's CoCBP requires suppliers to comply with the ILO Declaration on Fundamental Principles and Rights at work and with each of the five fundamental principles (p. 8-11).</p> <p>Volvo's CoCBP requires suppliers to "respect wages agreed under any collective bargaining agreement and provide a remuneration that meets or exceeds legal minimum standards. The remuneration shall at minimum be sufficient to enable full-time employed workers and their dependents to cover their basic needs and support a decent standard of living. The company clarifies that "the obligation to provide a living wage is also applicable for full-time workers engaged by Business Partners as consultants or agency personnel and who work at the Business Partners' premises or under the direction of the Business Partner." (p. 11).</p> <p>Volvo's CoCBP prohibits recruitment fees: "Business Partners... shall not engage in or tolerate restrictions of movement, including ... charging of any fees or related costs to Employees throughout the recruitment process..." (p. 9).</p> <p>Volvo Cars Code of Conduct for Business Partners (CoCBP) https://www.volvocars.com/assets/volvocm/globalpages/live/33FAA080FC3242BBB51A99F4516541BB/codeofconduct_for_business_partners.pdf</p>	2

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
	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 explains that in 2024, the company consulted with investors and NGOs about responsible business in global supply chains, and that the insights gained in these dialogues helped the company gain an understanding of impacts in the value chain (AS Report, p. 196).</p> <p>However, the company does not state whether these dialogues included trade unions and/or workers' representatives in the supply chain.</p> <p>This differs from last year in which the company indicated that input was sought from people working in the value chain, and from worker representatives. The company's Human Rights Statement also describes engagement with "workers in the value chain" as part of their due diligence process (p. 4), but this does not clarify whether this engagement also includes trade unions and/or workers' representatives in the value chain.</p> <p>Volvo Cars Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p> <p>Volvo Cars Human Rights Statement 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/D421169D844D444E85EDD81178E0B0EE/human-rights-due-diligence-and-modern-slavery-statement.pdf</p>	0
		4.2.2. The company discloses the salient workers rights risks in their supply chain and where they are located.	1	<p>The following scores are absolute not cumulative:</p> <p>100%: the company's risk assessment explicitly identifies the salient risks to workers' rights and describes where in the supply chain these are located.</p> <p>25%: the company's risk assessment explicitly identifies workers' rights risks for at least one material / supply chain and the location/s.</p>	<p>Volvo's 2024 Human Rights Statement describes the company's salient workers' rights risks, which include health and safety, modern slavery (including forced labour), child labour, threats or occurrence of abuse or violence, working conditions, and discrimination (p. 3).</p> <p>In its AS Report, Volvo also lists risks to freedom of association and collective bargaining, and a number of additional workers' rights risks (p. 195-96).</p> <p>However, Volvo does not describe where in the supply chain any of these risks occur.</p> <p>Volvo Cars Human Rights Statement 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/D421169D844D444E85EDD81178E0B0EE/human-rights-due-diligence-and-modern-slavery-statement.pdf</p> <p>Volvo Car Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p>	0

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
	4.3. Prevent, Mitigate and Account	4.3.1. The company actively collaborates with workers and the representative organisation(s) of workers' own choosing to promote respect for workers' rights in its supply chain.	2	<p>25%: the company has a collective agreement with the relevant trade union in the headquartered country.</p> <p>25%: the company has a global framework agreement with IndustriALL for neutrality across all its operations.</p> <p>25%: the company describes the formal mechanisms it has put in place to consult trade unions and/or workers' representatives on the company's workers' rights principles and/or policies.</p> <p>25%: IndustriAll was actively involved in the formulation of the company's workers' rights principles and/or policies.</p>	<p>Volvo states that 70 per cent of their employees are covered by collective agreements (AS Report, p. 187).</p> <p>However, the company does not clarify whether this covers employees in Sweden. Volvo does not have a global framework agreement with IndustriAll, and does not state whether IndustriAll was actively involved in the formulation of the company's workers' rights principles.</p> <p>The company describes the mechanisms and processes in place to engage with trade unions and workers' representatives. These include "dialogue with European union representatives through European Works Councils", and "dialogues with employee representatives through our Volvo Cars European Dialogue fora" (AS Report, p. 187, 193). There also are union representatives in Volvo Cars' Board of Directors (p. 187).</p> <p>Volvo Cars Group Annual and Sustainability Report (AS Report) 2024 https://www.volvocars.com/assets/volvocm/globalpages/live/FDF1381B268D426CAB44884438BEA69C/climate_report.pdf</p>	0.5
		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.	0.5

Company analysis - human rights & responsible sourcing

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	Volvo Cars Analysis	Volvo Cars points
		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	<p>50%: the company specifies that it works with the relevant trade union and/or workers' representatives in the elaboration of corrective action plans.</p> <p>50%: the company specifies that it works with the relevant trade union and/or workers' representatives in the verification of corrective action plan implementation.</p>	Not disclosed	0
	4.4. Remedy	4.4.1 Workers and the representative organisations of workers' own choosing are formally included in the remedy process.	1	<p>50%: the company specifies that trade unions and/or workers' representatives are formally involved in any remedy process concerning breaches of workers' rights in the supply chain.</p> <p>50%: the company provides examples or case studies of remedy provided to workers for confirmed breaches of workers' rights in the supply chain.</p>	Not disclosed	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