



**faurecia**  
inspiring mobility

# GREEN BOND FRAMEWORK

March 2021

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## 1. Introduction

The automotive industry is undergoing a major technology revolution to adapt to the key megatrends of connectivity, autonomous driving, new mobility solutions and electrification.

As a global leader in automotive technology, Faurecia provides innovative solutions to automotive challenges across its businesses. Its activities develop technologies for future mobility and provide cost competitiveness and operational excellence across the value chain to achieve **Total Customer Satisfaction**

Faurecia has a responsibility as a company to make a positive contribution to society and to all its stakeholders. Faurecia's commitment to sustainable development is an integral part of its corporate culture: **Being Faurecia**.

Within its cultural framework the Group has defined **six Convictions and six Values** that guide its actions and behaviors. Together, these Convictions and Values are the backbone of Faurecia's transformation, empowering teams to make the Group more agile and efficient, and allowing it to balance short-term execution and sustainable long-term ambition. These robust principles also guide ethics, management and operational excellence.

**“We have a responsibility as a company to make a positive contribution to society. Sharing Faurecia’s 6 Convictions across Faurecia’s ecosystem ensures that Faurecia’s collective efforts help tackle global warming and meet the challenges of future generations. Faurecia’s Convictions and Values describe Faurecia’s commitment for sustainability.”**

**Patrick Koller**  
Chief Executive Officer

The Group's key initiatives for sustainable development, and in particular its ambition to become CO<sub>2</sub> neutral by 2030, are based on its strong Convictions and Values. **Its transformation is embedded in a robust, ethical and efficient corporate governance structure**

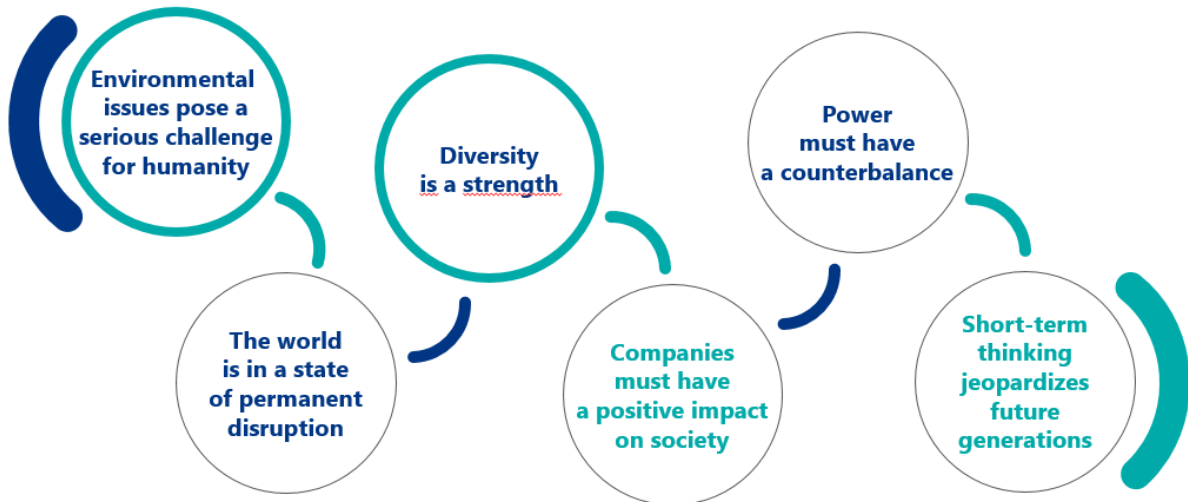
- Faurecia managerial values (Entrepreneurship, Autonomy and Accountability) and behavioral values (Respect, Exemplarity and Energy), form an integral part of the Group's corporate culture. Together, these mobilize employees to achieve ambitious goals, deliver excellence and develop innovative solutions for future mobility.
- The 2019-2022 roadmap for CSR is assessed at the very top levels of the organization. It is reviewed biannually in the Executive Committee and presented to the Board of Directors annually. CSR is also fully integrated into the risk management of the Group and the remuneration of the CEO and the long-term incentives of the top management group are related to the Group's diversity objective.
- Furthermore, in line with its Convictions, Faurecia adheres to international initiatives for sustainable development. The Group is a signatory of **Global Compact** and respects the ambitions of the 17 **Sustainable Development Goals of the United Nations**. Amongst these the Group has identified 11 goals that are particularly relevant to its CSR strategy, and to which it is making a contribution.



- Faurecia is also a signatory of the **French Business Climate pledge** and has committed to following the recommendations of the **Task Force on Climate-Related Financial Disclosures**. Finally, the Group has a partnership with EcoVadis to evaluate the performance of its suppliers

## 2. Faurecia Sustainability Approach

Faurecia believes that acting responsibly is key to ensuring sustainable development for future generations. The Group has defined six Convictions which describe Faurecia's commitment for sustainability:



These Convictions have been broken down into various action plans, which focus on three areas – Planet, Business, and People – with initial quantifiable results expected in around 2022. Guided by the United Nations Sustainable Development Goals, Faurecia's CSR strategy “**Inspired to Care**” is structured around these three pillars.

### A clear Sustainability roadmap



#### Planet

Faurecia wants to help cap the rise in temperature by reducing the carbon footprint of its activities and offering solutions for sustainable mobility. The Group supports national and international organizations in reducing global warming and by respecting their principles. Air quality poses an increasing threat to health in cities. Through its solutions and partnerships Faurecia works to reduce pollutant emissions and improve air quality

Faurecia actions consist of starting to reduce the carbon footprint of its sites and activities through energy and transport purchases. The Group is also addressing the carbon footprint of its products by using more environmentally-friendly materials and processes.

Faurecia's goal is to become carbon-neutral on its controlled CO<sub>2</sub> emissions by 2030, compatible with the 1.5°C Paris agreement.



Based on the most rigorous and conclusive scientific facts, the Group has built a roadmap for CO<sub>2</sub> neutrality, which has been approved by the **Science Based Targets initiative (SBTi)** and is consistent with the reduction required to keep global warming to 1.5°C, the goal of the Paris Agreement and the most ambitious designation available through the SBTi process

- Faurecia roadmap will be deployed in stages:
  - By 2025, ambition is to **be carbon neutral for the Group scopes 1 and 2 emissions**. To do so, it intends to act on two levers: reducing the consumption of energy used for production via an energy efficiency program and sourcing low-carbon energy.
  - By 2030, ambition is to **be carbon neutral for the Group controlled emissions** (purchases, freight, travel, waste and recycling)
  - By 2050, ambition is to **be carbon neutral for the Group total emissions**, including CO<sub>2</sub> emissions from the cars equipped with Faurecia’s products – which they do not control

COMMITMENTS	KPI	2019	2025	2030
<b>Environment-friendly in operations</b>	CO <sub>2</sub> emissions scopes 1&2: Mt CO <sub>2</sub> eq	0.92	~0	
	Energy intensity: MWh/€ million of sales	117	-20%	
	Waste intensity: Tons/€ million of sales	15	> -10%	
<b>Eco-design for products</b>	CO <sub>2</sub> emissions controlled Scope 3: Mt CO <sub>2</sub> equivalent	8.6		-46%
	Recycled content in new products: in %	30%	40%	
	Simplified Life Cycle Assessments (% of innovation projects)	~5%	100%	
<b>Investment for sustainable technologies</b>	Cumulated investment 2021-2025		€1.1bn	

## Business

Faurecia is a member of the community in each region where it operates worldwide. The Group contributes to economic development and the creation of social value by hiring locally, providing career training and advancement for employees and through a commitment to ethics and social responsibility. Above and beyond its legal obligations, Faurecia has a responsibility to maintain a frank and ongoing dialogue with the communities that surround its sites, to ensure that its operations are harmoniously integrated into each region. As appropriate, the Group initiates or contributes to projects and programs that address local needs, by offering its expertise and resources in support

The Group believes in open, responsible and balanced dialogue, based on mutual recognition and an acceptance of the legitimacy of each viewpoint. Faurecia’s relationship with its suppliers is guided by the principles of respect and partnership to create long term value for both parties.

**Faurecia has developed a strong innovation ecosystem to accelerate the integration of new competences and time to market.**

Faurecia’s actions consist of innovating and developing solutions for increasingly clean mobility. The Group deems it owes these solutions to its customers whose total satisfaction drives everyday work as well as to its suppliers who are considered as long-term partners

- This innovative and collaborative ecosystem incorporates non-rival alliances with global industry leaders, investment in startups, collaboration with academic institutions and active participation in associations with the mission to drive sustainable mobility.
- This ecosystem covers different types of collaboration:

- Strategic and technology partnerships with key players in different industrial and technology sectors
- Investment in start-ups and technology platforms to collaborate with local start-up ecosystems
- Academic partnerships with universities and scientific institutes
- Active participation in key associations/think tanks for sustainable mobility



## People

Diversity in the workforce with regard to gender, place of origin, cultural or educational background, experience or any other difference is a source of strength. Thanks to Faurecia's diversity, the Group has a better understanding of customer expectations and takes better decisions. It encourages the broadest possible diversity through recruitment and career management and by fostering workplace conditions and a flexible organization that are adapted to individual needs.

Faurecia's actions consist in introducing uncompromising workplace safety and risk prevention policies. To prepare the teams for future changes, the Group provides many different types of training to as many employees as possible. To attract and develop talent, Faurecia favors a more inclusive culture. Each year, Faurecia examines market practices with firms specialized in compensation.

And, in addition, Faurecia's policy of meeting and negotiating with employee representative bodies is part of the development of economic and social dialog described in the Group's Code of Ethics and cultural transformation program **Being Faurecia**.

The Faurecia Foundation enables to act in a way that benefits local communities. As a global company, Faurecia's goal is to increase its role towards society by contributing to solving social issues.

## 2.1 Faurecia Hydrogen strategy

In mobility, hydrogen is perfectly suited to commercial, heavy-duty on- and off-road vehicles, as well as high-horsepower engines, giving it the potential to transform transportation and logistics. Beyond the benefits in terms of refueling time and autonomy, the total cost of ownership of fuel cell electric vehicles is set to overtake that of equivalent battery electric vehicles between 2023 and 2030. By 2030, it is estimated that three to five million vehicles equipped with fuel cell technology will be on the roads.

Faurecia supports automakers with complete Hydrogen Storage System (HSS) integration for different vehicle architectures that match the industry requirements with just-in-time delivery of end-of-Line tested turnkey systems.

In 2018 Faurecia's goal was to halve the cost of its fuel cell systems. This has already been achieved ahead of schedule and Faurecia's revised objective is now to divide the cost of hydrogen storage systems by four, and of stacks and other components by more than six by 2030.

With cost-competitiveness and weight in mind, Faurecia is developing the next generations of hydrogen storage systems for commercial and light vehicles, heavy-duty trucks and industrial applications. The Group currently has the ability to produce several thousands of hydrogen storage systems per year and aims to ramp up its production capacity.

Faurecia is aiming to expand its production capacity exponentially between now and 2025 to 100,000 tanks per year across three sites: a high-capacity site in France, another site also in France dedicated to low-volume programs, and a plant in Asia in order to better serve this key market for hydrogen mobility.

In line with this ambition, Faurecia inaugurated in 2020 its global center of expertise, which aims to develop lightweight and cost-competitive hydrogen storage systems. Located in Bavans, France, the center is dedicated to the design and tests of these systems. Faurecia’s homologated tanks (350 / 700 bar) will also be produced at the new center of expertise. With this global center, Faurecia also aims to develop new industrial processes to accelerate production. As well as to work on innovative materials and smart tanks to both reduce the cost of the systems and increase their safety, durability and recyclability.

**2.1.1. Faurecia’s massive investments for H<sub>2</sub> tanks production and test.**

**H<sub>2</sub> Test Center for Hydrogen Storage Systems**

With investments starting in 2018, Faurecia has built a full Test Center for Hydrogen Storage Systems to perform the following tests:

<b>End of Line Test</b> <i>performed on each part produced</i>	Hydraulic Pressure Test (1050bar / Test of 20mn)
	Gas Leakage Test (700bar / Test of 73mn)
<b>Batch Test</b> <i>performed on one part for a batch of 150-200 parts</i>	Hydraulic Cycling (15k cycles / 20 to 875bars / 83h)
	Burst Pressure (1575 to 2000bar / 35mn) produced
<b>Validation Test</b> <i>qualifying a new product</i>	Gas Cycling (1 000 cycles / 20 to 700 bar / 1 000h)
	Burst Pressure (1575 to 2000bar / 35mn)
	Hydraulic Cycling (45k cycles / 20 to 1050 bar / 250h)

Not limited to the test stage, Faurecia’s investments were also dedicated to equipment for production of H<sub>2</sub> tanks.

**Pilot Lines for H<sub>2</sub> tanks**

Since 2018 Faurecia has invested massively in equipment to build its first **Pilot Line for H<sub>2</sub> tanks** production. This includes:

- Equipment for liner preparation (surface treatment of Liners bought to external suppliers)
- Filament winding (wet winding of carbon fiber)
- Curing / Polymerization

This first Pilot Line had **5 objectives**:





## First industrial production capacity at Ullit

Following the strategic purchase of Ullit, which is specialized in tanks production for compressed natural gas or hydrogen application, Faurecia has planned massive investments to increase production capabilities.

Faurecia aims to get production capabilities up to **6 000 tanks / year** for light vehicle application or **5 000 tanks** for commercial vehicles application.

Full line of production will include:

- Line for boss<sup>1</sup> preparation
- Liners production through rotational molding technology
- Winding & curing production line with wet winding
- End of Line test with both hydraulic and gas test equipment
- Hydrogen system assembly line

## Investment in mass production factory

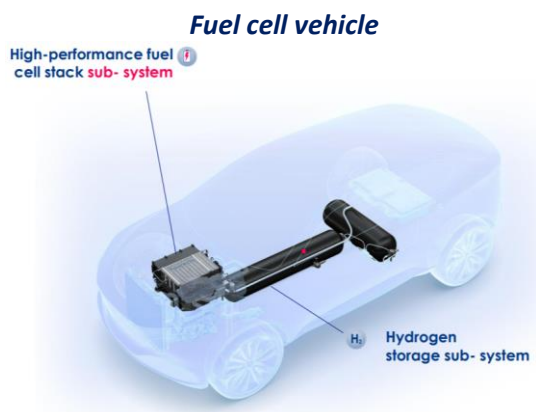
To reach **mass production capabilities**, next production lines will have to increase production capacity by integrating several innovations, such as: increased speed of winding and new production system for liners.

In order to reach a production capacity of **60 000 tanks** and to assemble **30 000 hydrogen systems a year**, Faurecia would need to invest massively in equipment, such as:

- Equipment for the boss & liners preparation
- Equipment for carbon preparation and winding/curing
- End of Line test with both hydraulic and gas test equipment
- Batch test equipment
- System assembly equipment

### 2.1.2 R&D investment for H<sub>2</sub> tanks development

Faurecia has invested in R&D, manufacturing, strategic partnerships and acquisitions. As such, the Group is well-positioned on the two key elements of fuel cell systems which represent 75% of the value chain.



These two key elements are **hydrogen storage systems**, which the Group develops on its own, and **fuel cell stacks** produced by Symbio, the joint venture created with Michelin.

Symbio designs, produces and markets hydrogen systems for light and commercial vehicles, buses and trucks, as well as for other electric vehicles

<sup>1</sup> boss: end fitting of a pressure vessel, which holds the connector and valve

Since 2017 **Faurecia is investing massively in R&D** to develop and homologate H<sub>2</sub> tanks through various development stages.

In parallel of product development activities, Faurecia leads strong **industrial activities** related to innovation, such as:

- Launch the H<sub>2</sub> Test Center and first tanks Pilot Line
- Design and development of optimize End of Line equipment
- New equipment to support Faurecia's costs reduction as part of the development of Faurecia's new generation of tanks

### First development of H<sub>2</sub> tanks – Gen1

The first development of H<sub>2</sub> tanks – **called Gen1** – has been done following the acquisition of a License from STELIA Aerospace. Faurecia has acquired an exclusive access to the intellectual property and process know-how of composite hydrogen tanks from the company. This technology was chosen for its competitive advance related to the tank weight efficiency.

The Gen1 technology is based on a rotational molded liner and produce through wet winding technology. It has allowed to define a generic product and process, and to increase robustness of the simulation tool.

Following the validation of Gen1 tank, Faurecia has extended portfolio of tanks by applying the technology to several size of tanks to address different customers and markets' needs including light vehicles, light commercial vehicles, commercial vehicles.

Several customer's applications are ongoing with Faurecia's current Gen1 tanks to integrate Faurecia's tanks into customers' vehicles. System development is also part of the customer's applications as it depends of the vehicle architecture.

### Development of a new generation of tanks – Gen2

In parallel, Faurecia is leading R&D activities to develop **a new generation of tank called – Gen2** – to decrease the costs of production of the tanks from a product and process perspective. These activities are related to:

- Development of new generation of liner
- New generation of winding
- Smart tank development
- Develop a new generation of auxiliaries

### “Tank of the future” – Gen3

Innovative activities are also ongoing to create **the “tank of the future” – Gen 3** – to further decrease the costs of production of the H<sub>2</sub> tanks.

## 2.1.3 Distinction for leading the way to hydrogen



Co-development on going with PSA since 2018 to supply a full HSS system for a first fleet of H<sub>2</sub> vehicle of 100 vehicles. Contract on going to supply an extended fleet of 2 000 vehicles



Award with Hyundai Kia Motor Corporation (HKMC) to supply full H<sub>2</sub> system for 1 600 HKMC trucks (>11 000 tanks)

- Partnership contract with Gaussin<sup>2</sup> to supply H<sub>2</sub> systems for their first fleet of H<sub>2</sub> vehicles
- Faurecia will be the preferred partner for the high volume production of H<sub>2</sub> vehicles by Gaussin

The decade of hydrogen has begun. The commitment various governments, regional organizations, and industrial actors have made to invest in the hydrogen supply chain will prove invaluable to unlocking its potential and achieving objectives to control climate change. By continuing to invest in its fuel cell ecosystem and developing partnerships across the supply chain, Faurecia ambition is to become a world leader in a field that will revolutionize mobility.

### 3. Green Bond Framework

This Green Bond Framework (the “Framework”) aims at providing transparency for Faurecia Green financings.

This Framework is designed as an umbrella platform allowing Faurecia to issue Green Bonds in public and private format (the “Bonds”), aiming at financing Eligible Projects as defined in the “Use of Proceeds” section and that comply with the procedures set out in this Framework.

This Framework is aligned with the Green Bond Principles 2018 (GBP)<sup>3</sup> overseen by the International Capital Markets Association (ICMA).

#### 3.1 Use of Proceeds

The Use of Proceeds of any Green Bond under this Framework will be subject to the following eligibility criteria, to be applied to new or existing projects. The financing of such projects is expected to create substantial environmental benefits by enabling significant reduction in GHG emissions.

Green Eligible Projects will primarily include capital expenditures, research and development expenses partnership, ventures as well as equity shares of companies specialized in any of the below Eligible Projects Categories<sup>4</sup>. It may also include operating expenditures to maintenance costs related to green assets.

**Eligible Project Categories** are referring to “Manufacture of low carbon technologies for transport”, as defined by EU Taxonomy draft Delegated Act Annex I<sup>5</sup> section 3.3 as of the date of this Framework.

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<sup>2</sup> Gaussin is a handling / transportation equipment and systems manufacturer

<sup>3</sup> <https://www.icmagroup.org/sustainable-finance/the-principles-guidelines-and-handbooks/green-bond-principles-gbp/>

<sup>4</sup> A company will be considered eligible if it derives 90% or more of its revenues from activities falling in any of the Eligible Project Categories

<sup>5</sup> [https://ec.europa.eu/info/law/sustainable-finance-taxonomy-regulation-eu-2020-852/amending-and-supplementary-acts/implementing-and-delegated-acts\\_en](https://ec.europa.eu/info/law/sustainable-finance-taxonomy-regulation-eu-2020-852/amending-and-supplementary-acts/implementing-and-delegated-acts_en)

Manufacturing of low carbon technologies for transportation	
<b>Eligibility criteria</b>	Financings aiming at developing and producing components for Vehicles with zero tailpipe emissions (i.e. electric vehicles, hydrogen vehicles)
<b>EU Environmental Objective</b>	Climate change mitigation Pollution prevention and control
<b>Description of eligible projects</b>	<p>Development and production of <b>hydrogen fuel cell systems</b> (stacks) for light vehicles, commercial and utility vehicles, and other applications – mainly carried out through <b>Symbio</b>, Faurecia’s joint-venture with Michelin</p> <p>Development and production of <b>hydrogen storage systems</b> aiming at developing:</p> <ul style="list-style-type: none"> <li>▪ High-pressure hydrogen storage tanks and ancillary devices (valves and racks)</li> <li>▪ New industrial processes to accelerate production with the prospect of 2.5 million fuel cell vehicles<sup>6</sup> being produced in 2030,</li> <li>▪ Innovative materials and smart tanks with embedded IoT sensors which increase their safety, durability and recyclability, in particular to enable predictive maintenance</li> </ul>

### 3.2 Process for Project Evaluation and Selection

Faurecia Sustainable working group will review the evaluation and the selection of the projects. This working group will meet at least once a year. It will be led by Group Treasury and include representatives of the Climate Strategy & Sustainable Transformation Initiative.

The working group will involve Business teams, in particular representatives of business lines dedicated to Hydrogen, to identify Green Eligible Projects as Use of Proceeds of the Bonds.

The Sustainable working group will verify the compliance of the selected pool of eligible projects with the eligibility criteria defined by this Framework and will be responsible for approving allocations of net proceeds on an annual basis.

The working group will monitor the Eligible Project Portfolio during the life of the transactions. In particular, if any Green Eligible Projects exits Faurecia portfolio or when the working group decides to remove a Green Eligible Project from the Eligible Project Portfolio if such project no longer meets the eligibility criteria, or if the committee identifies the occurrence of a material controversy associated with one Green Eligible Project, the working group will use its best efforts to substitute such projects as soon as practical, once an appropriate Eligible Green Project for substitution has been identified by the Sustainable working group.

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<sup>6</sup> Including 500k commercial vehicles



The Sustainable working group will manage any future update to the section 3 and 4 of this Framework. Such updates of this Framework will only apply to Green Bonds that are issued after the release of a new Second-Party Opinion.

### 3.3 Management of Proceeds

The net proceeds of any Green Bond will be managed on a portfolio basis by the Treasury.

An amount equivalent to net proceeds of each Bond will be used to finance Green Eligible Projects which are part of Eligible Project Portfolio.

The Treasury will establish a Sustainable Register, that will be reviewed annually by the Sustainability working group. It will contain information of the use of proceeds of each Green Bond, including the amount of allocation per Eligible Projects Category.

For Bond issuances:

- in case of refinancing, disbursements related to Eligible Projects made in the 3 calendar years prior to the issuance may be allocated to the Bonds.
- Faurecia commits on a best effort basis to reach full allocation within the two calendar years following each Bond issuance.

Pending full allocation, unallocated proceeds may temporarily be invested in accordance with Faurecia's investment guidelines in cash, deposits and money market instruments, at its own discretion.

### 3.4 Reporting

After entering into a Green Bond, Faurecia commits to publish annually a Green Bond Report, starting one year from the first Green Bond issuance, which will provide an allocation report and an impact report, as detailed below. The allocation and the impact reporting will be provided until full allocation, and thereafter in case of material changes.

The full reporting document, (the "Green Bond Report") will be incorporated in the Universal Registration Documents made available on Faurecia's website<sup>7</sup>.

#### **i. Allocation report**

Faurecia's allocation report will provide information on the following:

- (1) The list of outstanding Green Bonds
- (2) The total amount of proceeds allocated per Eligible Project category;
- (3) The share of financing and refinancing;
- (4) The amount of unallocated proceeds (if any).

#### **ii. Impact report**

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<sup>7</sup> <https://www.faurecia.com/en/investors>

Faurecia will provide an environmental impact report to support the allocation report described above.

Key environmental impact indicators per Eligible Project Category will include estimated expected quantitative reporting metrics when feasible such as the estimated CO<sub>2</sub> emissions saved through the use of cars which contain Faurecia's products and are eligible to the Eligibility Criteria, ie zero-emission cars (BEV and, in the future, FCEV)

The impact reporting will include information on the methodology and assumptions used to evaluate the Eligible Projects impacts (e.g. comparison with average CO<sub>2</sub> emissions for similar cars equipped with ICE only) and will disclose the use of external source such as emissions values published by ADEME<sup>8</sup>.

As an example, Faurecia estimates that emissions savings on vehicles sold in 2030, for their lifetime, and using Life Cycle Analysis (LCA based on the Ricardo study<sup>9</sup>) = vehicle production + energy production + emission during driving + maintenance + end of life, are around 20 Mt CO<sub>2</sub>. See Annex 2.

## **4. External Review**

### **4.1 Second Party Opinion**

A leading Second Party Provider ISS ESG will issue a Second-Party Opinion on the Framework, to confirm the alignment of the Framework to the ICMA's Green Bond Principles.

The Second Party Opinion document will be made available on Faurecia website<sup>10</sup>.

### **4.2 Post issuance external verification**

An external verification on the Green Bond Report will be provided by an independent external auditor, on an annual basis and until the complete allocation of proceeds.

The external auditor will verify that the proceeds of the bonds are either allocated to Eligible Projects or invested in approved financial instruments. This will be incorporated in the Universal Registration Documents published on Faurecia website.

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<sup>8</sup> <https://www.ademe.fr/en/about-ademe> and emissions values available through this [link](#)

<sup>9</sup> [https://ec.europa.eu/clima/sites/clima/files/transport/vehicles/docs/2020\\_study\\_main\\_report\\_en.pdf](https://ec.europa.eu/clima/sites/clima/files/transport/vehicles/docs/2020_study_main_report_en.pdf)

<sup>10</sup> <https://www.faurecia.com/en/investors>

# Annex 1 – Alignment with UN’s SDGs

Faurecia’s contributions to the SDGs are visible through the three pillars of its CSR strategy:

### planet

- 6 CLEAN WATER AND SANITATION**  
Water use efficiency increase
- 7 AFFORDABLE AND CLEAN ENERGY**  
Renewable energy on-site production and external sourcing
- 12 RESPONSIBLE CONSUMPTION AND PRODUCTION**  
Sustainable management of waste
- 13 CLIMATE ACTION**  
Reduction of Faurecia's carbon footprint to achieve CO<sub>2</sub> Neutrality by 2030

### business

- 3 GOOD HEALTH AND WELL-BEING**  
Fight against mortality and road injuries via Faurecia's quality and product safety policy
- 8 DECENT WORK AND ECONOMIC GROWTH**  
Respect and promotion of international principles relating to human rights and labor law throughout our value chain
- 10 REDUCED INEQUALITIES**  
Fight against discrimination
- 11 SUSTAINABLE CITIES AND COMMUNITIES**  
Air quality innovations particularly suited to urban areas
- 12 RESPONSIBLE CONSUMPTION AND PRODUCTION**  
EcoDesign of products
- 13 CLIMATE ACTION**  
Development of solutions for zero emission mobility and for air quality
- 17 PARTNERSHIPS FOR THE GOALS**  
Partnerships for sustainable innovation with key players in the industrial and technological sectors

### people

- 3 GOOD HEALTH AND WELL-BEING**  
Implementation of uncompromising workplace safety and risk prevention policies
- 4 QUALITY EDUCATION**  
Training and skills development of Faurecia' employees, in particular via our internal Faurecia University
- Support for solidarity and local initiatives in favor of education
- 5 GENDER EQUALITY**  
Specific promotion and development of women
- Fight against discrimination and for professional equality
- 8 DECENT WORK AND ECONOMIC GROWTH**  
Active prevention of accidents at work and occupational diseases
- 10 REDUCED INEQUALITIES**  
Support to local societal actions
- 17 PARTNERSHIPS FOR THE GOALS**  
Active societal engagement with local communities, NGOs

**SUSTAINABLE DEVELOPMENT GOALS**

# Annex 2 – Example of assumptions and calculations of CO<sub>2</sub> savings

Internal & Partners

## Scope & result

- > Scope
  - LV, LCV, CV segments / Worldwide / Emissions savings on vehicles sold in 2030 for their lifetime
- > Calculation principles
  - Life cycle analysis (LCA) = vehicle production + energy production + emission during driving + maintenance + end of life
  - Savings per vehicle are calculated by comparing LCA CO<sub>2</sub> emissions of hydrogen vehicle to CO<sub>2</sub> emissions of diesel vehicles sold in 2030 (Ricardo analysis)
  - Savings are allocated to Symbio & Faurecia in proportion to their respective contribution in value in the FCEV powertrain.  
*NB : As Symbio is a 50%-owned JV, Symbio's contribution is 50% of gross figure*
  - Volumes of vehicles sold are volumes from Strategic Plan 2020 (SP2020) inflated to fit to the new momentum "fast electrification" scenario (market of 2,5M vehicles vs 2 M vehicles in SP2020).
  - H2 production is at 90% from fossil and 10% for electrolysis with grid electricity (conservative Ricardo hypothesis). A more favorable mix would bring more CO<sub>2</sub> savings (+6MtCO<sub>2</sub> for 10% electrolysis from renewables in the H<sub>2</sub> production)

**The order of magnitude of total CO<sub>2</sub> savings for 2030 vehicles (Faurecia + 50% Symbio) is 20 MtCO<sub>2</sub>, mainly coming from the CV applications (> 80%)**

2 Evaluation of emissions savings through FCEV equipped by Faurecia & Symbio

FCM: Faurecia Clean Mobility Business Group; LV: Light Vehicles (passenger cars), LCV: Light Commercial Vehicles, CV: (Heavy-Duty) Commercial Vehicles

Internal & Partners

## Detailed calculation & results

	Segment			Source
	LV	LCV*	CV*	
# veh. sold by Faurecia (kveh.)	143	237	144	data from Strategic Plan 2020 adjusted for momentum scenario
# veh. sold by Symbio (kveh.)	145	207	82	data from SP2020 adjusted for momentum scenario
% FCEV powertrain value by Faurecia	32%	32%	35%	Faurecia calculations using Faurecia & Symbio data
% FCEV powertrain value by Symbio	35%	35%	39%	Faurecia calculations using Faurecia & Symbio data
Average LCA CO <sub>2</sub> emission of diesel vehicles sold in 2030 LCA (gCO <sub>2</sub> /km for LV & LCV, gCO <sub>2</sub> /tkm for CV)	197	335	142	Ricardo (+70% for LCV vs LV)
Average LCA CO <sub>2</sub> emission of FC vehicles sold in 2030 LCA (gCO <sub>2</sub> /km for LV & LCV, gCO <sub>2</sub> /tkm for CV)	144	245	109	Ricardo
Lifetime mileage (million km for LV, million tkm for CV)	0.225	0.225	8	Ricardo

CO2 Emissions savings through FCEV equipped by Faurecia/Symbio compared to average emission of vehicles sold in 2030 - MtCO <sub>2</sub>	Segment			Total (with 50% of Symbio)
	LV	LCV	CV*	
<b>Faurecia</b>	0.5	1.5	13.3	15.3
<b>Symbio (50%)</b>	0.3	0.7	4.2	5.2
<b>Total</b>	<b>0.8</b>	<b>2.2</b>	<b>17.5</b>	<b>20.5</b>

\*calculation is based on Ricardo data for:

- LCV: 12t GVW rigid lorries
- CV: 40t GVW, heavy-duty articulated lorries

3 Evaluation of emissions savings through FCEV equipped by Faurecia & Symbio

- Products for zero-emission vehicles:
- sold by Faurecia: Hydrogen Storage Systems, which are 100% Faurecia-designed and manufactured
  - sold by Symbio: fuel cells stacks

Source: Faurecia Clean Mobility



## Disclaimer

### Important information concerning forward-looking statements

This document contains certain forward-looking statements concerning Faurecia. Such forward looking statements represent trends or objectives and cannot be construed as constituting forecasts regarding the future Faurecia's results or any other performance indicator. In some cases, you can identify these forward looking statements by forward looking words, such as "estimate", "expect", "anticipate", "project", "plan", "intend", "objective", "believe", "foresee", "likely", "may", "should", "goal", "target", "might", "would", "will", "could", "predict", "continue", and the negative or plural of these words and other comparable terminology. Forward looking statements in this document include, but are not limited to, financial projections and estimates and their underlying assumptions, expectations and statements regarding Faurecia's operation of its business, and the future operation, direction and success of Faurecia's business.

Although Faurecia believes its expectations are based on reasonable assumptions, investors are cautioned that these forward looking statements are subject to numerous various risks, whether known or unknown, and uncertainties and other factors, including the ongoing global impact of the COVID 19 pandemic outbreak and the duration and severity of the outbreak on Faurecia's business and operations, all of which may be beyond the control of Faurecia and could cause actual results to differ materially from those anticipated in these forward looking statements.

For a detailed description of these risks and uncertainties and other factors, please refer to public filings made with the "Autorité des Marchés Financiers" (AMF), press releases, presentations and, in particular, to those described in the section 2 "Internal Controls Risk Management" of Faurecia's 2020 Universal Registration Document filed by Faurecia with the AMF on March 11<sup>th</sup>, 2021 under number D.21-0112 (a version of which is available on [www.faurecia.com](http://www.faurecia.com)).

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