FORD OTOMOTİV SANAYİ A.Ş.

2025 CDP Corporate Questionnaire 2025

Word version

Important: this export excludes unanswered questions
This document is an export of your organization's CDP questionnaire response. It contains all data points for questions that are answered or in progress. There may be questions or data points that you have been requested to provide, which are missing from this document because they are currently unanswered. Please note that it is your responsibility to verify that your questionnaire response is complete prior to submission. CDP will not be liable for any failure to do so.
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12/15/2025, 03:11 pm

Contents

C1. Introduction

(1.1) In which language are you submitting your response?

Select from:

☑ English

(1.2) Select the currency used for all financial information disclosed throughout your response.

Select from:

☑ USD

(1.3) Provide an overview and introduction to your organization.

(1.3.2) Organization type

Select from:

☑ Publicly traded organization

(1.3.3) Description of organization

Ford Otosan (Ford Otomotiv Sanayi A.Ş.) is a publicly traded (18%) company, where Ford Motor Company (41%) and Koç Holding (41%) have equal shares. Ford Otosan, being one of the top 3 exporting companies of Türkiye since 2004, has achieved 13 consecutive years automotive industry championship and is Türkiye's export champion for 9 years in a row. Our Turkish and Romanian operations generated USD 13 billion in export revenues in 2024. According to 2024 data, we are Romania's second largest automotive manufacturer. Ford Otosan, operates in 4 main centers: the Gölcük and Yeniköy Plants in Kocaeli, the Eskişehir plant in Eskişehir, the Sancaktape R&D Center and Spare Parts Warehouse in İstanbul, and the Craiova Plant in Romania. The company employs 25,718 people. In 2024, Ford Otosan solidified its position as the most valuable automotive company on Borsa Istanbul and ranked as the 7th most valuable company on BIST overall, with a market cap of USD 9.3 billion. Ford Otosan has a global presence with a strong R&D organization in commercial vehicles, employing 2,381 R&D staff across the Sancaktepe, Gölcük, and Eskişehir R&D Centers, as well as the Middle East technical University (METU) Technocity office. Ford Otosan R&D Center is the global hub for heavy commercial vehicles and related power trains and also global spoke for light commercial vehicle development and diesel power train engineering. Ford Otosan, established in 1959, with its production capacity of 934,500 commercial vehicles and 430,000 engines, Gearbox 18500 and 112000 rear axles by the end of 2024, is the biggest commercial vehicle production center of Ford in Europe. Ford Otosan Parts Distribution Center is the depot where all of the Company's spare parts, marketing, and sales and after sales operations are managed. Sancaktepe R&D Center was registered as an R&D Center in December 2014 by the Ministry of Science, Industry, and Technology, becoming Ford Otosan's second R&D Center following Gölcük. In 2024, Ford Otosan expanded its current portfolio by obtaining

16 patents, including 9 national and 7 international patents. Energy efficiency and reduction of greenhouse gas emissions efforts constitute the most important part of Ford Otosan activities for combating climate change. The Ford Motor Company and Koç Group's Climate Change Strategy provides our road map in this endeavor. This is why we constantly promote projects aimed at increasing efficiency in every level of our activities. Ford Otosan remains dedicated to contributing to Koç Holding's "Carbon Transition Program," aimed at realizing the 2050 carbon neutral target. Therefore, we actively follow, implement and support global sustainability initiatives such as the Science-Based Targets initiative (SBTi) and the Task Force on Climate-related Financial Disclosures (TCFD). As a company operating in the automotive industry, we closely monitor developments both on the national and international scales. We are dedicated to reducing the impacts of our products and operational processes on climate change. In this regard, our innovation efforts aimed at developing fuel-efficient vehicle technologies with low emission levels come into prominence. In addition, the manufacturing phase plays a significant role in emissions. Opportunities for improvement include optimizing energy use, exploring alternative fuels and materials, and using recycling and recovery technologies to reduce waste generation, which further supports our sustainability goals. In 2020, we intensified our efforts in lean business processes, smart production methods, digitizing infrastructure, and culture of innovation, shaping the way we do business to create more value for all our stakeholders. Sourcing energy from renewable sources is our priority. Gölcük Plant is included in the World Economic Forum's (WEF) Global Lighthouse Network as a result of its Industry 4.0 activities and smart factory applications. Ford Otosan also traded on the Borsa Istanbul Sustainability Index, Borsa Istanbul Sustainability 25 Index, Borsa Istanbul Corporate Governance Index, and FTSE4Good Emerging Markets Index. Ford Otosan was included in the Bloomberg Gender-Equality Index for the third time with improved performance. In 2025, we revised our SBTi targets and approved commitment to the Science-Based Targets initiative (SBTi) to set our short-term targets by adopting the approach to limiting global warming to 1.5C as defined in the Paris Agreement. All our calculations cover our locations in Türkiye and Romania.
[Fixed row]

(1.4) State the end date of the year for which you are reporting data. For emissions data, indicate whether you will be providing emissions data for past reporting years.

	End date of reporting year	Alignment of this reporting period with your financial reporting period	Indicate if you are providing emissions data for past reporting years
	12/30/2024	*Select from:* ☑ Yes	*Select from:* ☑ No

[Fixed row]

(1.4.1) What is your organization's annual revenue for the reporting period?

13992213960

(1.5) Provide details on your reporting boundary.

	Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?
	Select from: ☑ Yes

[Fixed row]

(1.6) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

ISIN code - bond

(1.6.1) Does your organization use this unique identifier?

Select from:
☑ Yes

(1.6.2) Provide your unique identifier

XS2782775345

ISIN code - equity

(1.6.1) Does your organization use this unique identifier?

Select from:
☑ Yes

(1.6.2) Provide your unique identifier

TRAOTOSN91H6

CUSIP number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

Ticker symbol

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

SEDOL code

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

LEI number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

7890006XJG6ZE2H34671

D-U-N-S number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

Other unique identifier

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

[Add row]

(1.7) Select the countries/areas in which you operate.

Select all that apply

☑ Romania

☑ Turkey

(1.21) For which transport modes will you be providing data?

Select all that apply

☑ Light Duty Vehicles (LDV)

☑ Heavy Duty Vehicles (HDV)

(1.24) Has your organization mapped its value chain?

(1.24.1) Value chain mapped

Select from:

☑ Yes, we have mapped or are currently in the process of mapping our value chain

(1.24.2) Value chain stages covered in mapping

Select all that apply

☑ Upstream value chain

☑ Downstream value chain

(1.24.3) Highest supplier tier mapped

Select from:

☑ Tier 1 suppliers

(1.24.4) Highest supplier tier known but not mapped

Select from:

☑ Tier 2 suppliers

(1.24.7) Description of mapping process and coverage

We make short- and long-term plans for the localization of imported product groups and prioritize the development of our local suppliers. Aiming to rank among the leading global supply chain organizations, we closely cooperate with our suppliers to manage every step of the value chain, from raw material sourcing and manufacturing the products to delivering the vehicles to the customers and providing aftersales services in a controlled and systematic way. We aim to reduce the financial pressures that our value chain may face by taking decarbonization steps, and prioritize cooperation with our suppliers more than ever. Our supplier sustainability program and carbon neutrality roadmap are overseen at the senior management level by the Ford Otosan Purchasing Leader (c-level). The Sustainability Committee, which convenes four times during the year, submits the current situation and its decisions to the Ford Otosan Leader (CEO), who may escalate the matters to the BoDs as needed. We began working toward our goal of becoming carbon neutral across the entire supply chain in 2022. In 2023, we expanded our questionnaire and organized awareness activities, such as Supplier Sustainability Conferences, online training, and workshops. We also created a Net Zero Roadmap for key suppliers and updated existing procedures. Currently, 13 critical suppliers have set net-zero targets for 2050. As of year-end 2023, Ford Otosan works with 2,399 suppliers in total, including 1,971 local suppliers. We conduct annual risk analyses of our critical suppliers, then determine risk criteria, and update them monthly per each scope. Additionally, we completed the pilot study of our Predictive Risk Management system. In 2023, we made 203 visits to our suppliers for purposes such as performance improvement, new supplier preparation and induction audits, capacity analyses, and risk management, and six visits for Q1 certification. We design customer experiences that meet their expectations across all communication channels. We measure satisfaction and customer effort, turning feedback into action to address pain points. The customer journey begins when they connect with our brand and continues through purchasing, usage, service, and renewal. Our Customer Loyalty Teams work proactively to ensure seamless product and service benefits, providing immediate and permanent solutions to any issues.

[Fixed row]

(1.24.1) Have you mapped where in your direct operations or elsewhere in your value chain plastics are produced, commercialized, used, and/or disposed of?

	Plastics mapping	Value chain stages covered in mapping
	Select from: ☑ Yes, we have mapped or are currently in the process of mapping plastics in our value chain	*Select all that apply* ☑ Upstream value chain ☑ Downstream value chain

[Fixed row]

C2. Identification, assessment, and management of dependencies, impacts, risks, and opportunities

(2.1) How does your organization define short-, medium-, and long-term time horizons in relation to the identification, assessment, and management of your environmental dependencies, impacts, risks, and opportunities?

Short-term

(2.1.1) From (years)

0

(2.1.3) To (years)

5

(2.1.4) How this time horizon is linked to strategic and/or financial planning

We define our own time frames according to the life of the assets, the sector base transitions, and the profile of the climate related risks we may face in our geographies. Climate related regulatory, operational and financial planning are conducted over a 5-year time frame in our organization.

Medium-term

(2.1.1) From (years)

5

(2.1.3) To (years)

10

(2.1.4) How this time horizon is linked to strategic and/or financial planning

We define our own time frames according to the life of the assets, the sector base transitions, and the profile of the climate related risks we may face in our geographies. Climate related strategic and capital planning are conducted over a 5-10 years' time frame in our organization.

Long-term

(2.1.1) From (years)

10

(2.1.2) Is your long-term time horizon open ended?

Select from:

☑ No

(2.1.3) To (years)

15

(2.1.4) How this time horizon is linked to strategic and/or financial planning

We define our own time frames according to the life of the assets, the sector base transitions, and the profile of the climate related risks we may face in our geographies. Climate related regulatory, operational and financial planning are conducted over a 10-15 years' time frame in our organization.
[Fixed row]

(2.2) Does your organization have a process for identifying, assessing, and managing environmental dependencies and/or impacts?

	Process in place	Dependencies and/or impacts evaluated in this process
	Select from:	*Select from:*

	Process in place	Dependencies and/or impacts evaluated in this process
	☑ Yes	☑ Both dependencies and impacts

[Fixed row]

(2.2.1) Does your organization have a process for identifying, assessing, and managing environmental risks and/or opportunities?

	Process in place	Risks and/or opportunities evaluated in this process	Is this process informed by the dependencies and/or impacts process?
	Select from: ☑ Yes	*Select from:* ☑ Both risks and opportunities	*Select from:* ☑ Yes

[Fixed row]

(2.2.2) Provide details of your organization's process for identifying, assessing, and managing environmental dependencies, impacts, risks, and/or opportunities.

Row 1

(2.2.2.1) Environmental issue

Select all that apply

☑ Climate change

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

☑ Downstream value chain

(2.2.2.4) Coverage

Select from:

☑ Full

(2.2.2.5) Supplier tiers covered

Select all that apply

☑ Tier 1 suppliers

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

☑ More than once a year

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(2.2.2.10) Integration of risk management process

Select from:

☑ Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☑ Site-specific

(2.2.2.12) Tools and methods used

Commercially/publicly available tools

☑ Other commercially/publicly available tools, please specify :IEA, IPCC (SDS & RCP), WRI, TCFD

Enterprise Risk Management

☑ Enterprise Risk Management

☑ ISO 31000 Risk Management Standard

Databases

☑ Nation-specific databases, tools, or standards

☑ Regional government databases

Other

☑ Desk-based research

☑ External consultants
☑ Scenario analysis

(2.2.2.13) Risk types and criteria considered

Acute physical
☑ Cyclones, hurricanes, typhoons
☑ Drought
☑ Flood (coastal, fluvial, pluvial, ground water)
☑ Wildfires

Chronic physical
☑ Changing temperature (air, freshwater, marine water)
☑ Increased severity of extreme weather events

Policy
☑ Carbon pricing mechanisms
☑ Changes to national legislation

Market
☑ Availability and/or increased cost of raw materials
☑ Changing customer behavior

Reputation
☑ Increased partner and stakeholder concern and partner and stakeholder negative feedback

Technology
☑ Transition to lower emissions technology and products

Liability
☑ Non-compliance with regulations

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Customers

☑ Investors

☑ Regulators

☑ Suppliers

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

☑ No

(2.2.2.16) Further details of process

not1: Son toplantımızda bu sorunun, genel risk ve fırsat yönetim prosedürünü bütüncül ve kapsayıcı bir şekilde aktarmayı gerektirdiğini değerlendirmiştik. Uygun açıklama için en uygun içeriği çekebileceğimiz kaynak tercihiniz ne olur? not2: Geçen sene anketinde 15 ayrı satırda girilen her satır bazında yazılan açıklamalar sorunun isterlerini karşılamamıştı ve puan alınamamıştı. Şu anki iklim odağında işaretlenen seçimler scoringi karşılamaktadır. Çıkarmak istediğiniz bir seçim olursa görüşelim.

Row 2

(2.2.2.1) Environmental issue

Select all that apply

☑ Water

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

☑ Downstream value chain

(2.2.2.4) Coverage

Select from:

☑ Full

(2.2.2.5) Supplier tiers covered

Select all that apply

☑ Tier 1 suppliers

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

☑ More than once a year

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(2.2.2.10) Integration of risk management process

Select from:

☑ Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☑ Site-specific

(2.2.2.12) Tools and methods used

Commercially/publicly available tools

☑ WRI Aqueduct

☑ WWF Water Risk Filter

Enterprise Risk Management

☑ Enterprise Risk Management

☑ ISO 31000 Risk Management Standard

Databases

☑ Nation-specific databases, tools, or standards

Other

☑ Desk-based research

☑ External consultants

☑ Scenario analysis

(2.2.2.13) Risk types and criteria considered

Acute physical

☑ Drought

☑ Flood (coastal, fluvial, pluvial, ground water)

Chronic physical

☑ Increased severity of extreme weather events

☑ Water availability at a basin/catchment level

☑ Water stress

Policy

☑ Mandatory water efficiency, conservation, recycling, or process standards

☑ Regulation of discharge quality/volumes

Market

☑ Changing customer behavior

Reputation

☑ Increased partner and stakeholder concern and partner and stakeholder negative feedback

Technology

☑ Transition to water efficient and low water intensity technologies and products

Liability

☑ Non-compliance with regulations

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Customers

☑ Employees

☑ Investors

☑ Local communities

☑ Suppliers

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

☑ No

(2.2.2.16) Further details of process

not1: Son toplantımızda bu sorunun, genel risk ve fırsat yönetim prosedürünü bütüncül ve kapsayıcı bir şekilde aktarmayı gerektirdiğini değerlendirmiştik. Uygun açıklama için en uygun içeriği çekebileceğimiz kaynak tercihiniz ne olur? not2: Geçen sene anketinde 15 ayrı satırda girilen her satır bazında yazılan açıklamalar sorunun isterlerini karşılamamıştı ve puan alınamamıştı. Şu anki su odağında işaretlenen seçimler scoringi karşılamaktadır. Çıkarmak istediğiniz bir seçim olursa görüşelim.
[Add row]

(2.2.7) Are the interconnections between environmental dependencies, impacts, risks and/or opportunities assessed?

(2.2.7.1) Interconnections between environmental dependencies, impacts, risks and/or opportunities assessed

Select from:

☑ Yes

(2.2.7.2) Description of how interconnections are assessed

At Ford Otosan, based on our first Double Materiality Assessment (DMA) conducted in 2024, we assess the interconnections between environmental dependencies, impacts, risks, and opportunities through a structured approach. This framework allows us to evaluate both the impacts of our operations on the environment, and how environmental changes and nature-related risks may affect our business model, value chain, and financial performance. For our stakeholder analysis, we followed the "Stakeholder Engagement" guidelines outlined in EFRAG's Materiality Assessment Implementation Guidance. Stakeholders were categorized based on their level of influence on the company's activities and the extent to which they are affected by the company's operations. Additionally, utilizing the SASB Four-Step Impact Analysis methodology, we evaluated the risks and opportunities associated with each material topic from financial, legal, innovation, and competitive perspectives. Each material issue was also assessed in terms of impact magnitude, likelihood of occurrence, and time horizon, allowing us to better prioritize and respond to potential risks and opportunities across our operations.
[Fixed row]

(2.3) Have you identified priority locations across your value chain?

(2.3.1) Identification of priority locations

Select from:

☑ Yes, we have identified priority locations

(2.3.2) Value chain stages where priority locations have been identified

Select all that apply

☑ Direct operations

(2.3.3) Types of priority locations identified

Sensitive locations

☑ Areas of limited water availability, flooding, and/or poor quality of water

Locations with substantive dependencies, impacts, risks, and/or opportunities

☑ Locations with substantive dependencies, impacts, risks, and/or opportunities relating to water

(2.3.4) Description of process to identify priority locations

To identify priority locations across our value chain, particularly regarding water-related risks, we rely on the WRI Aqueduct tool, which allows us to assess threats such as water stress, flooding, and drought. This assessment helps us pinpoint areas with high exposure, evaluate the potential operational impacts, and develop targeted risk mitigation strategies. Based on this analysis, we have identified that all of our facilities in Türkiye are located in regions experiencing high to extremely high-water stress. Our Kocaeli and Sancaktepe facilities, situated in the Marmara Basin, fall into the High-Risk category (40–80% water stress), while our Eskişehir facility, located in the Sakarya Basin, is categorized as Extremely High Risk (above 80%). In contrast, our Craiova facility in Romania is located in an area with low water stress (below 10%). According to the WRI's moderate climate scenario (temperature increase >2°C), water supply in the Gölcük and Yeniköy regions is expected to decrease by approximately 20% by 2040, while water demand across domestic, industrial, agricultural, and livestock sectors is projected to increase by over 40% compared to the 2010 baseline. These projections underscore the importance of prioritizing water resilience at these locations.

(2.3.5) Will you be disclosing a list/spatial map of priority locations?

Select from:

☑ No, we have a list/geospatial map of priority locations, but we will not be disclosing it

[Fixed row]

(2.5) Does your organization identify and classify potential water pollutants associated with its activities that could have a detrimental impact on water ecosystems or human health?

(2.5.1) Identification and classification of potential water pollutants

Select from:

☑ Yes, we identify and classify our potential water pollutants

(2.5.2) How potential water pollutants are identified and classified

Policies and processes have in place to identify and classify potential water pollutants: As Ford Otosan, we are committed to full compliance with all water-related laws and regulations as part of our water policy. In this context, we utilize continuous monitoring systems and conduct regular analyses to ensure that our operations do not have any adverse impact on the environment or surrounding water systems. We have in place an online system that continuously measures various pollution parameters such as COD, pH, TSS, and fluoride in industrial wastewater and domestic wastewater at the discharge points of the plants. The established standard followed by our company: Our wastewater treatment facilities collect samples and conduct analyses according to the Water Pollution and Control Regulation at least once a month with the assistance of authorized companies, providing us with reports. We also perform daily, weekly, and monthly analyses in our treatment plant laboratories. Description of metrics and/or indicators used to identify pollutants: To identify and monitor potential water pollutants, we use a set of key performance indicators and threshold values aligned with regulatory standards. The primary metrics include Chemical Oxygen Demand (COD), pH, Total Suspended Solids (TSS), and fluoride levels, which are measured continuously via online sensors installed at discharge points. These indicators are chosen based on their relevance to both industrial and domestic wastewater characteristics. Measurement results are automatically logged and compared against the limit values defined in the Turkish Water Pollution Control Regulation. If threshold exceedances are detected, corrective actions are initiated in real time. In addition, trend analyses are carried out to identify any deviations from normal operating conditions, enabling early detection of potential risks.
[Fixed row]

(2.5.1) Describe how your organization minimizes the adverse impacts of potential water pollutants on water ecosystems or human health associated with your activities.

Row 1

(2.5.1.1) Water pollutant category

Select from:

☑ Inorganic pollutants

(2.5.1.2) Description of water pollutant and potential impacts

Our wastewater treatment facilities collect samples and conduct analyses in accordance with the Water Pollution and Control Regulation, with support from authorized laboratories at least once a month. In addition, we carry out daily, weekly, and monthly tests in our in-house treatment plant laboratories. Potential water pollutants include inorganic substances such as zinc, nickel, copper, cadmium, and total chromium, which may pose risks to surrounding water resources and aquatic ecosystems. In our production processes, water is primarily used for washing, surface treatment, coating, and cooling systems. These operations generate wastewater that can contain heavy metals if not properly treated, potentially leading to environmental harm.

(2.5.1.3) Value chain stage

Select all that apply

☑ Direct operations

(2.5.1.4) Actions and procedures to minimize adverse impacts

Select all that apply

☑ Discharge treatment using sector-specific processes to ensure compliance with regulatory requirements

(2.5.1.5) Please explain

How the procedures selected: To manage the environmental risks posed by heavy metals and other inorganic pollutants in our wastewater, we apply a multi-tiered control and monitoring system. A major part of Ford Otosan's wastewater is discharged into the municipal sewage system, and we separate measurements between domestic and industrial wastewater to apply appropriate treatment methods. We apply discharge treatment processes at all facilities to meet regulatory standards. Regular sampling and analyses are performed both by certified external labs and in-house, following Water Pollution and Control Regulation. Our online monitoring system tracks key pollutants like zinc, nickel, copper, cadmium, and total chromium in real time, allowing for prompt detection and correction of any anomalies before discharge. How success is measured: The effectiveness of our risk management procedures is measured by tracking compliance with legal discharge limits for key pollutants. Success is evaluated through monthly third-party reports and internal laboratory results, which are benchmarked against the regulatory thresholds defined in the Water Pollution and Control Regulation. A consistently low frequency of exceedances, stable pollutant levels, and improved water quality indicators over time serve as key performance indicators (KPIs). Additionally, real-time monitoring system logs are reviewed to ensure that immediate interventions have been effective when needed.

Row 2

(2.5.1.1) Water pollutant category

Select from:

☑ Oil

(2.5.1.2) Description of water pollutant and potential impacts

Our wastewater treatment facilities collect samples and conduct analyses at least once a month in accordance with the Water Pollution and Control Regulation, with the assistance of authorized companies that provide us with reports. Additionally, we perform daily, weekly, and monthly analyses in our treatment plant laboratories. By setting control limits that exceed regulatory requirements, we aim to deliver higher-quality wastewater to the receiving environment or sewage system. Furthermore, we have developed projects to recycle wastewater, aiming to reduce our overall water consumption. For the treatment of oily wastewater, we utilize units such as acid cracking and ultrafiltration (UF) to efficiently separate oil from water and recover the oil as waste. At the discharge outlets of the Gölcük and Yeniköy Wastewater Treatment Facilities, we have installed online equipment that continuously monitors control parameters such as Chemical Oxygen Demand (COD) and pH. If these parameters approach the control limits, the system automatically shuts down and goes offline, prompting a reapplication of the treatment process.

(2.5.1.3) Value chain stage

Select all that apply

☑ Direct operations

(2.5.1.4) Actions and procedures to minimize adverse impacts

Select all that apply

☑ Beyond compliance with regulatory requirements

☑ Discharge treatment using sector-specific processes to ensure compliance with regulatory requirements

(2.5.1.5) Please explain

Wastewater is discharged in compliance with the reference values specified in the Regulation on Water Pollution Control and the Regulation on Wastewater Discharge into sewage. Compliance with limit values is measured and ensured through regular tests.
[Add row]

C3. Disclosure of risks and opportunities

(3.1) Have you identified any environmental risks which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

Climate change

(3.1.1) Environmental risks identified

Select from:

☑ Yes, both in direct operations and upstream/downstream value chain

Water

(3.1.1) Environmental risks identified

Select from:

☑ Yes, both in direct operations and upstream/downstream value chain

Plastics

(3.1.1) Environmental risks identified

Select from:

☑ No

(3.1.2) Primary reason why your organization does not consider itself to have environmental risks in your direct operations and/or upstream/downstream value chain

Select from:

☑ Environmental risks exist, but none with the potential to have a substantive effect on our organization

(3.1.3) Please explain

Regarding waste and circular economy, we have committed to fully implementing a zero-waste policy in the regular storage areas within our operations by 2030. Accordingly, Ford Otosan will completely eliminate single-use plastics from personal consumption and increase the rate of recycled and renewable plastics in the plastic parts of the vehicles produced at our plants to 30%.
[Fixed row]

(3.1.1) Provide details of the environmental risks identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.1.1.1) Risk identifier

Select from:
☑ Risk1

(3.1.1.3) Risk types and primary environmental risk driver

Technology
☑ Transition to lower emissions technology and products

(3.1.1.4) Value chain stage where the risk occurs

Select from:
☑ Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply
☑ Turkey

(3.1.1.9) Organization-specific description of risk

Heavy duty fleet CO2 regulation in Europe demands all OEM's to reduce 15% of total TP CO2 emissions (Tank-to-Wheel) of all HCV vehicles sold in Europe compared to 2019 Europe baseline (average). Average CO2 of all the VECTO-inclusive Ford Trucks HCV vehicles sold in Europe will be calculated for 2025 VECTO reporting year, which starts from july 2025 and goes on until July 2026.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Decreased revenues due to reduced demand for products and services

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☑ Short-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☑ Likely

(3.1.1.14) Magnitude

Select from:

☑ High

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

The anticipated operational disruptions due to regulations are expected to negatively impact Ford Otosan's financial performance and cash flows in the short term.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ Yes

(3.1.1.19) Anticipated financial effect figure in the short-term – minimum (currency)

4598

(3.1.1.20) Anticipated financial effect figure in the short-term – maximum (currency)

4598

(3.1.1.25) Explanation of financial effect figure

Heavy duty fleet CO2 regulation in Europe demands all OEM's to reduce 15% of total TP CO2 emissions (Tank-to-Wheel) of all HCV vehicles sold in Europe compared to 2019 Europe baseline (average). Average CO2 of all the VECTO-inclusive Ford Trucks HCV vehicles sold in Europe will be calculated for 2025 VECTO reporting year, which starts from July 2025 and goes on until July 2026. Failure to meet the CO2 target will result in a penalty of €4250 = $4598 per vehicle and g/tonne.km CO2 over target.

(3.1.1.26) Primary response to risk

Diversification

☑ Develop new products, services and/or markets

(3.1.1.27) Cost of response to risk

263200000

(3.1.1.28) Explanation of cost calculation

As a leading product development center within the global Ford organization, Ford Otosan continues to drive R&D projects within the scope of product programs. In 2024, we invested a total of approximately USD 263.2 million (TL 9,268 million) in R&D expenditures before project capitalization in 2023 (2023: approximately USD 287.0 million (TL 10,107 million)). After capitalization of our various product development projects, our R&D spending amounted to approximately USD 175.3 million (TL 6,170 million) (2023: approximately USD 217.7 million (TL 7,665 million)). The approximately USD 263.2 million (TL 9,268 million) R&D expenditures include all R&D activities such as electrification, weight reduction, transition to new alternative fuels, sustainable product development, and some of these expenditures also include actions taken to eliminate VECTO risk

(3.1.1.29) Description of response

Ecotorq-GEN2 Regulation Transition Project: To increase our competitiveness in the European market and ensure compliance with the 2025 VECTO regulation targets, we launched the Ecotorq-GEN2 Regulation Transition Project. As part of this initiative, we have developed a new 13-liter diesel engine, which achieves a more than 11% reduction in CO2 emissions and fuel consumption at the vehicle level. The new system incorporates a range of innovative features, including front air

suspension, active ride height adjustment, mirror cameras, and an active front grille. These enhancements not only contribute to regulatory compliance but also improve overall vehicle performance and efficiency. We are continuing preparations for the installation of GEN2-compatible production lines and integration of these new systems. Ford Trucks compliance strategy relies on: - Ecotorq Gen2 and BEV projects to be launched on-time with quality - Achieving ~300 BEV sales within 9 months to ensure that sufficient BEVs are registered in the monitoring period - Stock management and sales strategy to be established to achieve fleet targets (minimize Gen1.5 registers from 07/2025) - Directing customers towards low CO2 products by pricing strategy in 2025 - Online CO2 projection dashboard to be developed for monitoring the course of fleet emissions during 2025.

Water

(3.1.1.1) Risk identifier

Select from:

☑ Risk1

(3.1.1.3) Risk types and primary environmental risk driver

Chronic physical

☑ Water stress

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ Romania

☑ Turkey

(3.1.1.7) River basin where the risk occurs

Select all that apply

☑ Other, please specify :Marmara Basin (Sakarya, Kocaeli) & Jiu

(3.1.1.9) Organization-specific description of risk

Due to climate-related negative impacts on water resources in the locations where the Company operates, water withdrawal may be at risk of decreasing or depletion. To assess water-related risks, the Company uses the WRI Aqueduct tool. Based on the analyses, the Kocaeli and Sancaktepe facilities, located in the Marmara Basin, face high-water stress (40–80%), while the Eskişehir Plant, located in the Sakarya Basin, is exposed to extremely high water stress (over 80%). The Craiova Plant in Romania is situated in an area with low water stress (less than 10%). WRI Aqueduct's Global Water Risk Mapping Atlas projects that, under a moderate (2°C and above) scenario, water supply in the regions where both the Gölcük and Yeniköy facilities are located will decrease by approximately 20% by 2040 compared to current water supply levels. Water demand is expected to increase by over 40% compared to 2010 levels.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Decreased revenues due to reduced production capacity

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☑ Medium-term

☑ Long-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☑ Likely

(3.1.1.14) Magnitude

Select from:

☑ Medium-high

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

The risk is expected to cause a financial impact due to reduced production capacity and disruption of supply shipments resulting from water stress in the regions where the Company and its suppliers operate. However, the financial impact of potential chronic physical water stress risks due to climate change cannot be quantified at this stage, due to uncertainties in probability, timing, and potential impact.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ No

(3.1.1.26) Primary response to risk

Infrastructure, technology and spending

☑ Secure alternative water supply

(3.1.1.27) Cost of response to risk

479958

(3.1.1.28) Explanation of cost calculation

In 2024, we allocated approximately USD 479.96 billion (TL 16.9 million) to water stewardship projects. The key initiatives implemented or planned in the near term include: Supplying treated wastewater through the treatment system to ensure freshwater availability at the Kocaeli-Gölcük Plant, managed by our Public Services Department in case of regional water scarcity. Ensuring continuity of water supply with the recycling facility project that was put into operation in 2024. Contacting Eskişehir Water and Sewage Administration (ESKİ) for the Eskişehir Plant and implementing the recycling project in 2025 Purchasing recycled water from Kocaeli Water and Sewage Administration (İSU) as an alternative water source for Kocaeli Plants in 2025 and reducing freshwater usage project Completing the gap analysis within the scope of ISO 14046 Water Footprint Verification Certificate in 2025.

(3.1.1.29) Description of response

Water stewardship projects are implemented or planned in the near term include • Through water recovery projects implemented in Gölcük, Yeniköy and Eskişehir Facilities, we aim to reduce the use of fresh water per vehicle by 40% by 2030. • We plan to complete the domestic water line connection to ISU's Kocaeli Facility water line as an emergency measure in the first quarter of 2025. • We continue to work on using water from the ISU wastewater recovery system. We are conducting the feasibility study together with ISU and plan to complete it in the second quarter of 2025 for Kocaeli.
[Add row]

(3.2) Within each river basin, how many facilities are exposed to substantive effects of water-related risks, and what percentage of your total number of facilities does this represent?

Row 1

(3.2.1) Country/Area & River basin

Zimbabwe

☑ Other, please specify :Marmara Basin

(3.2.2) Value chain stages where facilities at risk have been identified in this river basin

Select all that apply

☑ Direct operations

(3.2.3) Number of facilities within direct operations exposed to water-related risk in this river basin

3

(3.2.4) % of your organization's total facilities within direct operations exposed to water-related risk in this river basin

Select from:

☑ 51-75%

(3.2.10) % organization's total global revenue that could be affected

Select from:

☑ Unknown

(3.2.11) Please explain

Ford Otosan has determined that all of its facilities in Türkiye are located in the Marmara and Sakarya basins, known as high water-stressed basins. The Marmara basin, where the Kocaeli plants and the Sancaktepe complex are located, is a high risk (40%-80%) region. Ford Otosan Kocaeli Plants (Gölcük and Yeniköy) and Sancaktepe R&D Center and Spare Part Distribution Center are located in Marmara Basin.

Row 2

(3.2.1) Country/Area & River basin

Turkey
☑ Sakarya

(3.2.2) Value chain stages where facilities at risk have been identified in this river basin

Select all that apply
☑ Direct operations

(3.2.3) Number of facilities within direct operations exposed to water-related risk in this river basin

1

(3.2.4) % of your organization's total facilities within direct operations exposed to water-related risk in this river basin

Select from:
☑ 1-25%

(3.2.10) % organization's total global revenue that could be affected

Select from:
☑ Unknown

(3.2.11) Please explain

Ford Otosan has determined that all of its facilities in Türkiye are located in the Marmara and Sakarya basins, known as high water-stressed basins. The Sakarya basin, where the Eskişehir plant is located, is an extremely high risk (80%) area. Eskişehir (old name is İnönü) Plant is located in Sakarya Basin.
[Add row]

(3.3) In the reporting year, was your organization subject to any fines, enforcement orders, and/or other penalties for water-related regulatory violations?

	Water-related regulatory violations	Fines, enforcement orders, and/or other penalties	Comment
	Select from: ☑ Yes	*Select all that apply* ☑ Fines, but none that are considered as significant	*There was one instance of fines due to a temporary exceedance of discharge limits in Eskişehir plant.*

[Fixed row]

(3.3.1) Provide the total number and financial value of all water-related fines.

(3.3.1.1) Total number of fines

1

(3.3.1.2) Total value of fines

9935.64

(3.3.1.3) % of total facilities/operations associated

20

(3.3.1.4) Number of fines compared to previous reporting year

Select from:
☑ This is our first year of measurement

(3.3.1.5) Comment

In the reporting year, a temporary exceedance of discharge limits occurred at our Eskişehir plant, resulting in a moderate administrative fine (USD 9,935.64). Corrective actions were initiated and the issue is under control.
[Fixed row]

(3.5) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

Select from:
☑ No, but we anticipate being regulated in the next three years

(3.5.4) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?

Türkiye became a party to the Paris Agreement in 2021 and has set a net-zero emission target for 2053. The development and implementation of carbon pricing are crucial instruments for reducing greenhouse gas (GHG) emissions. It is essential to continue the preparatory activities in our country by seeking opinions and suggestions from all relevant stakeholders. The national emissions trading system, designed based on data gathered from the Monitoring, Reporting, and Verification (MRV) system established in our country since 2015, is believed to be the cornerstone of the upcoming carbon pricing practice in Turkey. Phase 2 of the PMR project, sponsored by the World Bank, started in 2019, and pilot workshops focusing on different ETS designs were conducted with participating companies. In Turkey, emission data is reported to the Ministry of Environment, Urbanization, and Climate Change (MoEUCC) annually by high-energy-intensive sectors according to the MRV regulation. Ford Otosan is within the scope of this regulation, and we are ready to comply with the schemes once the market is established in Turkey. The national ETS can influence our company in the short term. Within the scope of the Corporate Risk Management System, Ford Otosan develops scenarios, including the 1.5°C carbon pricing scenario. Regulatory changes introduced to promote the transition to low carbon in organizational operations and supply chains, such as the Green Deal and the Paris Agreement, include GHG limits, carbon taxes, the Emissions Trading System (ETS), and the Carbon Border Adjustment Mechanism (CBAM), which are among the risks that Ford Otosan is exploring. Taking 2017 as a base year, a simulation study was conducted for the emission amounts that may occur in 2025, 2030, 2040, and 2050, including future carbon pricing. Accordingly, the prospective carbon tax based on the company's GHG emissions was calculated. Additionally, carbon pricing risks of major suppliers are considered through a study that projects major suppliers' financial risks with the help of external experts. The EBITDA at Risk metric assesses the potential impact on the company's earnings today if it were to pay a price for its GHG emissions in the future. Ford Otosan was invited to attend climate council workshops in 2022, the results of which are also used as input for the Climate Law currently in Parliament for approval. The workshop results are utilized in the development of Climate Change Mitigation and Adaptation Plans that are being developed by the MoEUCC. The Executive Committee is informed by the experts attending the meetings. The Climate Council aims to finalize the Emissions Trading System by 2024. We monitor energy consumption and GHG emissions per vehicle in line with our goals. Our smart factory applications allow us to track energy consumption in real-time, enabling us to make necessary corrections quickly if we fall below our set targets. These applications also facilitate automation in energy consumption and help optimize our resource use. At Ford Otosan, we have the most efficient production line of Ford Europe in terms of energy consumption per vehicle. In Turkey, the energy consumption per vehicle was 4.21 GJ in 2023. In Romania, it was 3.44 GJ in 2023. The total energy consumption per vehicle for Türkiye and Romania combined was 3.96 GJ in 2023. We track energy consumption and greenhouse gas emission performance for each vehicle produced. For our facilities in Turkey, we target 130,586.99 tons of CO2e in Scope 1 emissions and 0 in Scope 2 emissions in 2024. Ford Otosan's strategy to comply with upcoming schemes is to leverage CO2 emissions reduction and energy use reduction strategies. In line with our mission to lead the transformation in the automotive industry, our R&D approach informs our

primary investment areas, which include conventional automotive products and services evolving with technological transformation, fuel optimization to reduce CO2 emissions, developing connected and autonomous vehicles, manufacturing electric vehicles, and advancing light vehicle technologies. To capture opportunities aligned with low-carbon economy scenarios, Ford Otosan has participated in European Union-funded research projects, particularly the Horizon 2020 and Horizon Europa programs, funding a total of 30 projects.

(3.6) Have you identified any environmental opportunities which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

	Environmental opportunities identified
Climate change	*Select from:* ☑ Yes, we have identified opportunities, and some/all are being realized
Water	*Select from:* ☑ Yes, we have identified opportunities, and some/all are being realized

[Fixed row]

(3.6.1) Provide details of the environmental opportunities identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.6.1.1) Opportunity identifier

Select from:
☑ Opp1

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Energy source

☑ Use of renewable energy sources

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ Turkey

(3.6.1.8) Organization specific description

The Company aims to gain market advantage by aligning early with the SBTi-approved target of becoming net-zero by 2050. Cost reductions and access to green loans and funds through renewable energy investments (rooftop solar power plants, photovoltaic walls, and land-based solar power plants) are exempt from pricing or taxation of potential carbon-based raw materials (such as coal and natural gas) represent an opportunity.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Reduced direct costs

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☑ The opportunity has already had a substantive effect on our organization in the reporting year

(3.6.1.12) Magnitude

Select from:

☑ Medium

(3.6.1.13) Effect of the opportunity on the financial position, financial performance and cash flows of the organization in the reporting period

Through its renewable energy investments, Ford Otosan has reduced purchased electricity, leading to direct energy cost savings. Additionally, lower Scope 2 emissions reduce the need for certificates like I-RECs, providing further cost advantages. These benefits have already had a positive impact on the company's financial performance and cash flow in the current reporting year.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☑ Yes

(3.6.1.16) Financial effect figure in the reporting year (currency)

2983745

(3.6.1.23) Explanation of financial effect figures

In line with the carbon and water management roadmap, Ford Otosan and its subsidiaries have implemented environmental and energy projects such as solar power plants, thermal walls, and energy efficiency projects using their own resource. In 2024, a total of 150 energy efficiency projects were implemented to support the SBTi target, resulting in USD USD 2,983,745 (TL 105,100,000) of savings and avoiding 16,100 tons of CO2e in greenhouse gas emissions Greenhouse gas reduction amounts were calculated using current emission factors for all energy saving investments made in 2024.

(3.6.1.24) Cost to realize opportunity

7381015

(3.6.1.25) Explanation of cost calculation

In 2024, solar power plant investments amounted to approximately USD 7,381,015 (TL 260,000,000).

(3.6.1.26) Strategy to realize opportunity

As a focus of its "Future. Now" sustainability strategy, Ford Otosan has prioritized renewable energy investments in its short and medium-term plans. The Sustainability Committee oversees all relevant activities. The Ocaklı and Köprülü Village solar power plant investments in Afyonkarahisar, with a total installed capacity of 10 MW on 145-hectare site, completed the first phase in 2024. The Hasandede and Çiçektepe solar power plant projects in Afyonkarahisar, with a total

installed capacity of 6.1 MW, are planned to be commissioned in 2025. The Aydıncık-1 and Aydıncık-2 projects in Kütahya, with a total installed capacity of 5.9 MW, totaling 22 MWh, are planned to be commissioned in 2026. Ford Otosan aims to reduce its Scope 1 and Scope 2 greenhouse gas emissions by 77% by 2034, including its locations in Türkiye and Romania, compared to the 2017 baseline, and to reach net-zero emissions across its entire value chain by 2050. Scope 1, Scope 2, and Scope 3 emissions, along with renewable energy generation capacity metrics, are monitored and reported as part of this target. In 2024, a total of 150 energy efficiency projects were implemented to support the SBTi target, resulting in TL 105,100,000 of savings and avoiding 16,100 tons of CO2e in greenhouse gas emissions. In line with the carbon and water management roadmap, Ford Otosan and its subsidiaries have implemented environmental and energy projects such as solar power plants, thermal walls, and energy efficiency projects using their own resources. In 2024, solar power plant investments amounted to TL 260,000,000. [Add row]

(3.6.2) Provide the amount and proportion of your financial metrics in the reporting year that are aligned with the substantive effects of environmental opportunities.

Climate change

(3.6.2.1) Financial metric

Select from:

☑ OPEX

(3.6.2.2) Amount of financial metric aligned with opportunities for this environmental issue (unit currency as selected in 1.2)

2981547

(3.6.2.3) % of total financial metric aligned with opportunities for this environmental issue

Select from:

☑ Less than 1%

(3.6.2.4) Explanation of financial figures

The Company aims to gain market advantage by aligning early with the SBTi-approved target of becoming net-zero by 2050. Cost reductions and access to green loans and funds through renewable energy investments (roo□op solar power plants, photovoltaic walls, and land-based solar power plants) exempt from pricing or taxation of potential carbon-based raw materials (such as coal and natural gas) represent an opportunity. In line with the carbon and water management roadmap, Ford Otosan and its subsidiaries have implemented environmental and energy projects such as solar power plants, thermal walls, and energy efficiency projects

using their own resource. In 2024, a total of 150 energy efficiency projects were implemented to support the SBTi target, resulting in USD 2,981,547 (TL 105,100,000) of savings and avoiding 16,100 tons of CO2e in greenhouse gas emissions Greenhouse gas reduction amounts were calculated using current emission factors for all energy saving investments made in 2024. In 2024, Ford Otosan's total environmental investments and expenditures, including measurement and analysis costs, waste costs, chemical expenses, personnel expenses, certification and permit expenses, consultancy and training expenses, and maintenance and repair expenses for environmental management, amounted to USD 15,504,066 (TL 546 million).

Water

(3.6.2.1) Financial metric

Select from:

☑ CAPEX

(3.6.2.2) Amount of financial metric aligned with opportunities for this environmental issue (unit currency as selected in 1.2)

479958

(3.6.2.3) % of total financial metric aligned with opportunities for this environmental issue

Select from:

☑ 1-10%

(3.6.2.4) Explanation of financial figures

In 2024, we allocated approximately USD 479958 (TL 16.9 million) to water stewardship projects.
[Add row]

C4. Governance

(4.1) Does your organization have a board of directors or an equivalent governing body?

(4.1.1) Board of directors or equivalent governing body

Select from:

☑ Yes

(4.1.2) Frequency with which the board or equivalent meets

Select from:

☑ Quarterly

(4.1.3) Types of directors your board or equivalent is comprised of

Select all that apply

☑ Executive directors or equivalent

☑ Non-executive directors or equivalent

☑ Independent non-executive directors or equivalent

(4.1.4) Board diversity and inclusion policy

Select from:

☑ Yes, and it is publicly available

(4.1.5) Briefly describe what the policy covers

The Ford Otosan Board of Directors Diversity Policy aims to enhance the diversity of its Boards of Directors by ensuring a varied composition of members with diverse skills, experiences and backgrounds. This diversity is believed to provide competitive advantages, better understanding of opportunities and risks integration of different ideas enhanced decision-making and improved corporate governance. The policy focuses on business skills experience inclusion gender equality and equal pay for equal work. The nomination process prioritizes candidates based on age, gender, race, nationality and ethnic origin on the board. The Corporate Governance Committee acting as the Nomination Committee is tasked with regularly reviewing the policy and proposing revisions while the Board of Directors

evaluates and publicly reports on progress annually. Ford Otosan's BoD consists of 12 members, including 2 independent directors. 3 female and 9 male members serve on the Board. The duties of Chairman and Ford Otosan Leader are assumed by different individuals. During the nomination process for BoD members, we consider the knowledge, experience and competencies required for the position in accordance with the principles stated in our Board of Directors Diversity Policy, and we prioritize having a Board composed of members with diverse experiences and skills.

(4.1.6) Attach the policy (optional)

board-of-directors-diversity-policy_exec_eng.pdf
[Fixed row]

(4.1.1) Is there board-level oversight of environmental issues within your organization?

	Board-level oversight of this environmental issue
Climate change	*Select from:* ☑ Yes
Water	*Select from:* ☑ Yes
Biodiversity	*Select from:* ☑ Yes

[Fixed row]

(4.1.2) Identify the positions (do not include any names) of the individuals or committees on the board with accountability for environmental issues and provide details of the board's oversight of environmental issues.

Climate change

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

☑ Chief Executive Officer (CEO)

☑ Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☑ Board Terms of Reference

☑ Individual role descriptions

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

☑ Scheduled agenda item in some board meetings – at least annually

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

☑ Reviewing and guiding annual budgets

☑ Overseeing and guiding scenario analysis

☑ Overseeing the setting of corporate targets

☑ Monitoring progress towards corporate targets

☑ Approving corporate policies and/or commitments

☑ Monitoring the implementation of a climate transition plan

☑ Overseeing and guiding acquisitions, mergers, and divestitures

☑ Monitoring compliance with corporate policies and/or commitments

☑ Overseeing and guiding the development of a climate transition plan

☑ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities

☑ Overseeing and guiding public policy engagement

☑ Approving and/or overseeing employee incentives

☑ Overseeing and guiding major capital expenditures

☑ Monitoring the implementation of the business strategy

☑ Overseeing reporting, audit, and verification processes

(4.1.2.7) Please explain

At Ford Otosan, the highest responsibility for sustainability and climate change management lies with the Board of Directors. Sustainability policies and strategies are managed from a single center for Ford Otosan's Türkiye facilities, Romania facility, and all subsidiaries. The Board of Directors is responsible for improving the company's economic performance as well as its environmental, social, and governance (ESG) performance. They also review research and development performance related to energy, environment, and products, and ensure that sustainability and climate issues are integrated into the strategic plan and resource allocation. The Board sets the company's strategy by considering climate-related risks and opportunities and takes these risks into account when making decisions about major transactions. Looking at the industry experience and expertise of the 12 members in the Ford Otosan BoD, 8 are experienced in finance/audit/risk, 10 in automotive, 4 in cybersecurity/IT, 9 in Communications/Marketing /Customer Services, 7 in Environment/Social, 4 in International Markets, 6 in Technical/Engineering, 10 in Production/Supply Chain, 6 in Mergers & Acquisitions/Capital Markets. The Early Detection and Management of Risk Committee submits recommendations and suggestions to the Board of Directors regarding the following issues; - Managing the company's strategic, operational, financial and all ESG risks and opportunities - Evaluating the risk management system and reporting principles, reviewing periodic risk reports, and offering opinions on measures regarding situations exceeding limits - Assessing information security practices - Monitoring sustainability risks and opportunities - Submitting reports to the Board of Directors six times a year, including four at board meetings. The committee reports to the Board a total of six times a year; four through formal meetings and two via offline reports. In 2024, the Early Detection and Management of Risk Committee focused on various topics, including risks that may arise from geopolitical developments, cybersecurity risks and opportunities, and assessing potential risks related to logistics and dealer activities, and the management of ESG-related risks and opportunities. The broader commitment to sustainable business including climate related strategy is debated and decided by the executive committee (EC) led by CEO who is a member of the BoD. The CEO briefs the BoD about asset level executions. The EC Meetings are held in weekly periods. The Early Detection of Risk Committee, chaired by our independent board members, regularly reports its activities to the Ford Otosan Board of Directors, of which the CEO is also a member.

Water

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

☑ Chief Executive Officer (CEO)

☑ Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☑ Board Terms of Reference
☑ Individual role descriptions

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:
☑ Scheduled agenda item in some board meetings – at least annually

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply
☑ Reviewing and guiding annual budgets
☑ Overseeing and guiding scenario analysis
☑ Overseeing the setting of corporate targets
☑ Monitoring progress towards corporate targets
☑ Approving corporate policies and/or commitments
☑ Monitoring the implementation of a climate transition plan
☑ Overseeing and guiding acquisitions, mergers, and divestitures
☑ Monitoring compliance with corporate policies and/or commitments
☑ Overseeing and guiding the development of a climate transition plan
☑ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities
☑ Overseeing and guiding public policy engagement
☑ Approving and/or overseeing employee incentives
☑ Overseeing and guiding major capital expenditures
☑ Monitoring the implementation of the business strategy
☑ Overseeing reporting, audit, and verification processes

(4.1.2.7) Please explain

At Ford Otosan, the highest responsibility for sustainability and climate change management lies with the Board of Directors. Sustainability policies and strategies are managed from a single center for Ford Otosan's Türkiye facilities, Romania facility, and all subsidiaries. The Board of Directors is responsible for improving the company's economic performance as well as its environmental, social, and governance (ESG) performance. They also review research and development performance related to energy, environment, and products, and ensure that sustainability and climate issues are integrated into the strategic plan and resource allocation. The Board sets the company's strategy by considering climate-related risks and opportunities and takes these risks into account when making decisions about major transactions. Looking at the industry experience and expertise of the 12 members in the Ford Otosan BoD, 8 are experienced in finance/audit/risk, 10 in automotive, 4 in cybersecurity/IT, 9 in Communications/Marketing /Customer Services, 7 in Environment/Social, 4 in International Markets, 6 in Technical/Engineering, 10 in Production/Supply Chain, 6 in Mergers & Acquisitions/Capital Markets. The Early Detection and Management of Risk Committee submits recommendations and suggestions to the Board of Directors regarding the following issues; - Managing the company's strategic, operational, financial and all ESG risks and opportunities - Evaluating the risk management system and reporting principles, reviewing periodic risk reports, and offering opinions on

measures regarding situations exceeding limits - Assessing information security practices - Monitoring sustainability risks and opportunities - Submitting reports to the Board of Directors six times a year, including four at board meetings. The committee reports to the Board a total of six times a year; four through formal meetings and two via offline reports. In 2024, the Early Detection and Management of Risk Committee focused on various topics, including risks that may arise from geopolitical developments, cybersecurity risks and opportunities, and assessing potential risks related to logistics and dealer activities, and the management of ESG-related risks and opportunities. The broader commitment to sustainable business including climate related strategy is debated and decided by the executive committee (EC) led by CEO who is a member of the BoD. The CEO briefs the BoD about asset level executions. The EC Meetings are held in weekly periods. The Early Detection of Risk Committee, chaired by our independent board members, regularly reports its activities to the Ford Otosan Board of Directors, of which the CEO is also a member.

Biodiversity

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

☑ Chief Executive Officer (CEO)

☑ Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☑ Board Terms of Reference

☑ Individual role descriptions

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

☑ Scheduled agenda item in some board meetings – less than annually

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

☑ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities
☑ Approving corporate policies and/or commitments
☑ Overseeing the setting of corporate targets
☑ Overseeing and guiding the development of a business strategy

(4.1.2.7) Please explain

Similar to other sustainability-related topics such as climate change and water security, the highest responsibility for managing biodiversity-related issues lies with the CEO, while the responsibility for control and monitoring rests with the Early Detection and Management of Risk Committee.
[Fixed row]

(4.2) Does your organization's board have competency on environmental issues?

Climate change

(4.2.1) Board-level competency on this environmental issue

Select from:
☑ Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply
☑ Consulting regularly with an internal, permanent, subject-expert working group
☑ Engaging regularly with external stakeholders and experts on environmental issues
☑ Regular training for directors on environmental issues, industry best practice, and standards (e.g., TCFD, SBTi)
☑ Having at least one board member with expertise on this environmental issue

(4.2.3) Environmental expertise of the board member

Experience
☑ Executive-level experience in a role focused on environmental issues
☑ Experience in an organization that is exposed to environmental-scrutiny and is going through a sustainability transition

☑ Active member of an environmental committee or organization

Water

(4.2.1) Board-level competency on this environmental issue

Select from:
☑ Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply
☑ Consulting regularly with an internal, permanent, subject-expert working group
☑ Engaging regularly with external stakeholders and experts on environmental issues
☑ Regular training for directors on environmental issues, industry best practice, and standards (e.g., TCFD, SBTi)
☑ Having at least one board member with expertise on this environmental issue

(4.2.3) Environmental expertise of the board member

Experience
☑ Executive-level experience in a role focused on environmental issues
☑ Experience in an organization that is exposed to environmental-scrutiny and is going through a sustainability transition
☑ Active member of an environmental committee or organization

[Fixed row]

(4.3) Is there management-level responsibility for environmental issues within your organization?

	Management-level responsibility for this environmental issue
Climate change	*Select from:* ☑ Yes
Water	*Select from:* ☑ Yes
Biodiversity	*Select from:* ☑ Yes

[Fixed row]

(4.3.1) Provide the highest senior management-level positions or committees with responsibility for environmental issues (do not include the names of individuals).

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Executive Officer (CEO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing public policy engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a climate transition plan

☑ Managing major capital and/or operational expenditures relating to environmental issues

☑ Implementing a climate transition plan

☑ Managing annual budgets related to environmental issues

☑ Developing a business strategy which considers environmental issues

☑ Managing acquisitions, mergers, and divestitures related to environmental issues

Other

☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Half-yearly

(4.3.1.6) Please explain

Oversight of sustainability management at Ford Otosan is the responsibility of the Board of Directors, which includes the CEO as a member. All issues related to the company's sustainability are the responsibility of the Sustainability Committee, which is headed by the Ford Otosan Leader (CEO). The Board of Directors is

responsible for improving the company's economic performance as well as its environmental, social, and governance (ESG) performance; reviewing R&D performance related to energy, environment, and products; and integrally reviewing the strategic plan while incorporating sustainability and climate considerations into resource allocation. In addition, while assessing the feasibility of sustainability policies, the Board defines the company strategy by taking climate-related risks and opportunities into account and considers these risks when making decisions on major transactions. Furthermore, the Board oversees the work of the Sustainability Committee through the CEO to implement the sustainability strategy and allocates the necessary resources. For these reasons, the highest senior management-level position at Ford is the CEO, in other words, Ford Otosan Leader.

Water

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Executive Officer (CEO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing engagement in landscapes and/or jurisdictions

☑ Managing public policy engagement related to environmental issues

Policies, commitments, and targets

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a climate transition plan

☑ Implementing a climate transition plan

☑ Managing acquisitions, mergers, and divestitures related to environmental issues

☑ Managing major capital and/or operational expenditures relating to environmental issues

☑ Managing annual budgets related to environmental issues
☑ Implementing the business strategy related to environmental issues
☑ Developing a business strategy which considers environmental issues

Other
☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:
☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:
☑ Half-yearly

(4.3.1.6) Please explain

Oversight of sustainability management at Ford Otosan is the responsibility of the Board of Directors, which has granted the executive board the executive authority to manage sustainability (including water related issues). Everything related to the company's sustainability is the responsibility of the Sustainability Committee. The Ford Otosan Sustainability Committee is headed by the Ford Otosan Leader, who also serves as a member of this committee, reports the committee's progress toward the targets and development areas, and secures approval for the relevant investments from the Board of Directors. The CEO has responsibility to oversight the corporate water strategy, which covers company-wide operations and supply chain activities. The Sustainability Committee, which convenes four times during the year, submits the current situation and its decisions to the Ford Otosan Leader, who may escalate the matters to the Board of Directors as needed.

Biodiversity

(4.3.1.1) Position of individual or committee with responsibility

Executive level
☑ Chief Executive Officer (CEO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Annually

(4.3.1.6) Please explain

Oversight of sustainability management at Ford Otosan is the responsibility of the Board of Directors, which has granted the executive board the executive authority to manage sustainability. Everything related to the company's sustainability is the responsibility of the Sustainability Committee. The Ford Otosan Sustainability Committee is headed by the Ford Otosan Leader, who also serves as a member of this committee, reports the committee's progress toward the targets and development areas, and secures approval for the relevant investments from the Board of Directors. The CEO has a responsibility to oversight the corporate water strategy, which covers company-wide operations and supply chain activities. The Sustainability Committee, which convenes four times during the year, submits the current situation and its decisions to the Ford Otosan Leader, who may escalate the matters to the Board of Directors as needed.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Operating Officer (COO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing public policy engagement related to environmental issues

☑ Managing value chain engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Measuring progress towards environmental corporate targets

☑ Measuring progress towards environmental science-based targets

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Implementing a climate transition plan

☑ Managing major capital and/or operational expenditures relating to environmental issues

☑ Managing annual budgets related to environmental issues

☑ Implementing the business strategy related to environmental issues

☑ Developing a business strategy which considers environmental issues

☑ Managing environmental reporting, audit, and verification processes

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Executive Officer (CEO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ More frequently than quarterly

(4.3.1.6) Please explain

The Executive Committee meetings take place weekly. Other core EC members, including the Assistant General Managers (COO), report their performance metrics related to energy, water, waste, and environment to the CEO on a weekly basis. The achievement of the reporting year's climate-related targets is presented and evaluated in the weekly 'Operating Committee Meetings (OCM)', where climate-related targets for the following year are set, and Risks & Opportunities are assessed. All results are then reported to the Executive Committee.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Sustainability Officer (CSO)

(4.3.1.2) Environmental responsibilities of this position

Engagement

☑ Managing public policy engagement related to environmental issues

Policies, commitments, and targets

☑ Measuring progress towards environmental corporate targets

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a business strategy which considers environmental issues

☑ Developing a climate transition plan

☑ Managing environmental reporting, audit, and verification processes

Other

☑ Other, please specify :Providing sustainability awareness training to employees, creating a digital ESG dashboard

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Executive Officer (CEO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Quarterly

(4.3.1.6) Please explain

Chief Sustainability Officer reports to the CEO four times a year and to the board of directors twice a year, tracks progress towards goals, and manages reporting and audit processes. Additionally, the CSO is responsible for developing the company's sustainability strategy and plans. To increase sustainability awareness within the company, the CSO organizes training sessions, conducts workshops, and communicates index gaps to teams to ensure awareness on this topic.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Committee

☑ Sustainability committee

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing public policy engagement related to environmental issues

☑ Managing supplier compliance with environmental requirements
☑ Managing value chain engagement related to environmental issues

Policies, commitments, and targets
☑ Monitoring compliance with corporate environmental policies and/or commitments
☑ Measuring progress towards environmental corporate targets
☑ Setting corporate environmental policies and/or commitments
☑ Setting corporate environmental targets

Strategy and financial planning
☑ Developing a climate transition plan
☑ Implementing a climate transition plan
☑ Conducting environmental scenario analysis
☑ Managing annual budgets related to environmental issues
☑ Implementing the business strategy related to environmental issues
☑ Developing a business strategy which considers environmental issues
☑ Managing environmental reporting, audit, and verification processes
☑ Managing major capital and/or operational expenditures relating to environmental issues
☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

(4.3.1.4) Reporting line

Select from:
☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:
☑ Half-yearly

(4.3.1.6) Please explain

Everything related to the company's sustainability is the responsibility of the Sustainability Committee, which is headed by the Ford Otosan Leader. The Sustainability Committee is responsible for determining, implementing and overseeing the sustainability strategy at Ford Otosan to improve our sustainability performance in the social, environmental, economic and governance areas, and planning and executing the relevant activities with a systematic approach. The Ford Otosan Sustainability Committee is headed by the Ford Otosan Leader, who also serves as a member of this committee, reports the committee's progress toward the targets and development areas, and secures approval for the relevant investments from the Board of Directors. • Monitors the management of risks with potential negative impact on Ford Otosan's reputation and activities in environmental, social and governance (ESG) areas. • Determines the strategies and policies to improve the company's ESG and sustainability performance and ensures that they are implemented. • Is responsible for providing the necessary strategic guidance, sharing expertise, and ensuring that the best practices to achieve the company's sustainability goals are spread across the organization. • Monitors the progress toward the targets and actions defined in this strategy. • Reviews the sustainability strategy and roadmap based on the latest changes in global and industry trends. • Follows the international developments, new regulations and global sustainability trends, and offers improvement recommendations to the working groups as needed. • Offers suggestions and approvals regarding the issues raised by the working groups.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Committee

☑ Risk committee

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing public policy engagement related to environmental issues

☑ Managing value chain engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Measuring progress towards environmental corporate targets

☑ Setting corporate environmental policies and/or commitments

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ More frequently than quarterly

(4.3.1.6) Please explain

The Early Detection and Management of the Risk Committee (Risk Committee) and its members are responsible for managing strategic, operational, financial, and all ESG (Environmental, Social and Governance) risks and opportunities including climate-related risks and opportunities in compliance with the company's corporate risk-taking profile. The duties of the Early Determination and Management of Risk Committee include evaluating the risk management system and risk reporting principles of Ford Otosan, reviewing the periodical risk reports, submitting opinions regarding the measures for the issues that do not meet the limits set in the risk management system, and reviewing the risk management system and overseeing the implementation of the practices in the relevant departments responsible for risk management in accordance with the committee resolutions. In addition to evaluating information security practices, the committee also carries out studies on the surveillance of compliance risks and follow-up of related studies and the assessment of sustainability risks. The committee's reports and evaluations are submitted to the Board of Directors. The Risk Committee reports to the Board of Directors on risks and opportunities six times a year, four of which are board meetings. At Ford Otosan, climate-related risks and opportunities are assessed with the participation of management-level representation. Effective management of climate-related risks is considered a key factor in mitigating operational impact and ensuring business continuity. Accordingly, we identify the climate change risks with potential impact on our operations and review them periodically during the relevant committee meetings with the participation of senior management.

Water

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Operating Officer (COO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Strategy and financial planning

☑ Developing a climate transition plan

☑ Implementing a climate transition plan

☑ Conducting environmental scenario analysis

environmental issues

☑ Managing annual budgets related to environmental issues

☑ Implementing the business strategy related to environmental issues

☑ Developing a business strategy which considers environmental issues

☑ Managing environmental reporting, audit, and verification processes

☑ Managing major capital and/or operational expenditures relating to

(4.3.1.4) Reporting line

Select from:

☑ Reports to the Chief Executive Officer (CEO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ Quarterly

(4.3.1.6) Please explain

The Executive Committee core members who are the Assistant General Managers (COO) report their performance on energy, water, wastes and other environment-related risks & opportunities to the CEO in weekly meetings. Progress towards water-related targets is also monitored during the Risk Detection and Management Committee meetings held every three months. In addition to our long-term targets, we have short-term and annual water consumption targets monitored by Ford Global. The assessment of our target status is reviewed by the relevant location's Factory Manager and Operations Manager on a monthly basis. The Factory Manager conducts Risk & Opportunities assessments on a monthly basis. And the CEO reports this progress to the Board as half-yearly.

Water

(4.3.1.1) Position of individual or committee with responsibility

Committee

☑ Risk committee

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing supplier compliance with environmental requirements

☑ Managing value chain engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Measuring progress towards environmental corporate targets

☑ Setting corporate environmental policies and/or commitments

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ More frequently than quarterly

(4.3.1.6) Please explain

The primary goals of Ford Otosan in risk management are to evaluate the risk management system and reporting principles, review periodical risk reports, provide opinions on measures for issues that do not meet the limits set by the risk management system, and oversee the implementation of practices in relevant departments in accordance with committee resolutions. The Board of Directors, Early Determination and Management of the Risk Committee, Audit Committee, Executive Management of the Company and Sustainability Committee are regularly informed about the risks, including water-related ones. We identify the water risks with potential impact on our operations and review them periodically during the relevant committee meetings with the participation of senior management. Our current corporate risk management system is also used to manage climate change and other ESG-related risks. Accordingly, extensive studies are carried out on topics such as climate change, employee engagement and development, diversity, human rights and gender equality, while concurrently taking actions to mitigate risks.

Water

(4.3.1.1) Position of individual or committee with responsibility

Other

☑ Other, please specify :Environmental, health, and safety manager

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Measuring progress towards environmental corporate targets

☑ Measuring progress towards environmental science-based targets

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a climate transition plan

☑ Implementing a climate transition plan

☑ Developing a business strategy which considers environmental issues

☑ Managing environmental reporting, audit, and verification processes

☑ Conducting environmental scenario analysis
☑ Managing major capital and/or operational expenditures relating to environmental issues
☑ Managing annual budgets related to environmental issues
☑ Implementing the business strategy related to environmental issues

(4.3.1.4) Reporting line

Select from:
☑ Reports to the Chief Executive Officer (CEO)

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:
☑ Quarterly

(4.3.1.6) Please explain

The Environmental Health and Safety Manager is responsible of executing and monitoring the progress on water related target and goals with her team. An Environmental Health and Safety Manager sets and implements corporate environmental policies, assesses environmental risks, and develops climate transition plans to ensure sustainability and regulatory compliance.
[Add row]

(4.5) Do you provide monetary incentives for the management of environmental issues, including the attainment of targets?

Climate change

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:
☑ Yes

(4.5.2) % of total C-suite and board-level monetary incentives linked to the management of this environmental issue

12

(4.5.3) Please explain

At Ford Otosan, the remuneration system for the Board members and senior executives is determined according to the Remuneration Policy. The fixed salaries of the Board members are approved by the General Assembly annually and disclosed publicly. The salaries of senior executives consist of two components: fixed and performance-based, the latter comprises company and individual performance elements. We believe such targets should be integrated into senior management's performance scorecards to support long-term strategy execution and goal achievement. The KPIs, defined based on the sustainability policies and strategies, are binding on all the employees who are part of the Sustainability Working Group, including the Ford Otosan Leader and Senior Management. In this context, in the 2024 remuneration of Senior Management, up to 25% of the individual performance-based criteria were related to sustainability, with up to 12% specifically focused on climate change and water-related matters.

Water

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:

☑ Yes

(4.5.2) % of total C-suite and board-level monetary incentives linked to the management of this environmental issue

12

(4.5.3) Please explain

At Ford Otosan, the remuneration system for the Board members and senior executives is determined according to the Remuneration Policy. The fixed salaries of the Board members are approved by the General Assembly annually and disclosed publicly. The salaries of senior executives consist of two components: fixed and performance-based, the latter comprises company and individual performance elements. We believe such targets should be integrated into senior management's performance scorecards to support long-term strategy execution and goal achievement. The KPIs, defined based on the sustainability policies and strategies, are binding on all the employees who are part of the Sustainability Working Group, including the Ford Otosan Leader and Senior Management. In this context, in the 2024 remuneration of Senior Management, up to 25% of the individual performance-based criteria were related to sustainability, with up to 12% specifically focused on climate change and water-related matters.
[Fixed row]

(4.5.1) Provide further details on the monetary incentives provided for the management of environmental issues (do not include the names of individuals).

Climate change

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Chief Executive Officer (CEO)

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

☑ Bonus – set figure

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

☑ Achievement of environmental targets

☑ Reduction in absolute emissions in line with net-zero target

Strategy and financial planning

☑ Achievement of climate transition plan

☑ Shift to a business model compatible with a net-zero carbon future

Emission reduction

☑ Implementation of an emissions reduction initiative

☑ Reduction in emissions intensity

☑ Increased share of renewable energy in total energy consumption

☑ Reduction in absolute emissions

Engagement

☑ Increased engagement with suppliers on environmental issues

☑ Increased value chain visibility (traceability, mapping)

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Short-Term Incentive Plan, or equivalent, only (e.g. contractual annual bonus)

(4.5.1.5) Further details of incentives

Key indicators for 2024, which support Ford Otosan Leader's goal of pioneering sustainability, accountability, and transparency in the countries where we operate in the automotive industry, are as follows: achievement of the determined Net Zero Targets; 100% compliance with the European Union Carbon Border Adjustment Mechanism; and embedding sustainability performance into sourcing decisions.

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

Ford Otosan has set its target as achieving net zero emissions by 2050 and recently committed to the SBTi, with targets to be verified at the beginning of 2025. We are currently working toward our long-term targets according to the SBTi guidance published in March 2024. A companywide Carbon Transition Program was launched to draw a roadmap and define action plans for transitioning to a lower carbon economy which will be needed to achieve this goal. The performance indicator is in line with our near-term science-based target which forms part of our Carbon Transition Program. As Ford Otosan we added ESG indicators to Ford Otosan Leaders CEOs performance card in line with our sustainability strategy and long-term goals in line with the company strategy. These indicators include the completion of solar power investment agreements, alignment with CBAM requirements, integration of sustainability into procurement processes, taking a leadership role in responsible sourcing within the sector, achieving 10% resource efficiency (including energy) under the Future Fit framework, and advancing digitalization initiatives.

Water

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Chief Executive Officer (CEO)

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

☑ Bonus – set figure

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

☑ Achievement of environmental targets

Resource use and efficiency

☑ Reduction of water withdrawals – direct operations

☑ Reduction in water consumption volumes – direct operations

Engagement

☑ Increased engagement with suppliers on environmental issues

☑ Increased value chain visibility (traceability, mapping)

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Short-Term Incentive Plan, or equivalent, only (e.g. contractual annual bonus)

(4.5.1.5) Further details of incentives

Key indicators for 2024, which support Ford Otosan Leader's goal of pioneering sustainability, accountability, and transparency in the countries where we operate in the automotive industry, are as follows: achievement of the determined Net Zero Targets; 100% compliance with the European Union Carbon Border Adjustment Mechanism; and embedding sustainability performance into sourcing decisions.

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

Ford Otosan has set its target as achieving net zero emissions by 2050 and recently committed to the SBTi. We are currently working toward our long-term targets according to the SBTi guidance published in March 2024. A companywide Carbon Transition Program was launched to draw a roadmap and define action plans for transitioning to a lower carbon economy which will be needed to achieve this goal. The performance indicator is in line with our near-term science-based target which

forms part of our Carbon Transition Program. As Ford Otosan we added ESG indicators to Ford Otosan Leaders CEOs performance card in line with our sustainability strategy and long-term goals in line with the company strategy. These indicators include the completion of solar power investment agreements, alignment with CBAM requirements, integration of sustainability into procurement processes, taking a leadership role in responsible sourcing within the sector, achieving 10% resource efficiency (including energy) under the Future Fit framework, and advancing digitalization initiatives.
[Add row]

(4.6) Does your organization have an environmental policy that addresses environmental issues?

	Does your organization have any environmental policies?
	Select from: ☑ Yes

[Fixed row]

(4.6.1) Provide details of your environmental policies.

Row 1

(4.6.1.1) Environmental issues covered

Select all that apply
☑ Climate change

(4.6.1.2) Level of coverage

Select from:
☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

☑ Downstream value chain

(4.6.1.4) Explain the coverage

The Environmental and Energy Policy of Ford Otomotiv Sanayi AŞ focuses on reducing the company's environmental impact and enhancing energy efficiency. The policy emphasizes compliance with the environmental standards of Koç Holding, Ford Otosan and Ford Motor Company as well as relevant legislation key aspects include compliance with environmental standards, minimizing pollution, efficient resource use, waste reduction and recycling, robust risk management and promoting renewable energy. The policy also emphasizes continuous improvement of environmental performance and raising awareness among employees, stakeholders and the community about environmental responsibilities.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to comply with regulations and mandatory standards

☑ Commitment to stakeholder engagement and capacity building on environmental issues

Climate-specific commitments

☑ Commitment to net-zero emissions

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ Yes, in line with the Paris Agreement

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

Environmental Policy.pdf

Row 2

(4.6.1.1) Environmental issues covered

Select all that apply

☑ Water

(4.6.1.2) Level of coverage

Select from:

☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

☑ Downstream value chain

(4.6.1.4) Explain the coverage

The Ford Otosan Water Policy emphasizes sustainable water management practices across all operations. As disclosed in the Water Policy published, we are committed to; -Reducing fresh water consumption per vehicle in operational processes -Prioritizing innovative and sustainable water management systems in new investments and projects -Focusing on water stewardship as a priority in plants faced with water stress according to regional situation assessments

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to comply with regulations and mandatory standards

Water-specific commitments

☑ Commitment to control/reduce/eliminate water pollution

☑ Commitment to reduce water consumption volumes

☑ Commitment to reduce water withdrawal volumes
☑ Commitment to the conservation of freshwater ecosystems

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply
☑ Yes, in line with Sustainable Development Goal 6 on Clean Water and Sanitation

(4.6.1.7) Public availability

Select from:
☑ Publicly available

(4.6.1.8) Attach the policy

water_policy.pdf

Row 3

(4.6.1.1) Environmental issues covered

Select all that apply
☑ Biodiversity

(4.6.1.2) Level of coverage

Select from:
☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply
☑ Direct operations
☑ Upstream value chain

(4.6.1.4) Explain the coverage

The Ford Otosan Biodiversity Strategy focuses on conserving biodiversity and managing natural resources sustainably across its operations. It aims to prevent and mitigate threats to biodiversity adhere to International Union for Conservation of Nature (IUCN) guidelines and integrate biodiversity considerations into decision-making. The strategy includes evaluating facility locations conducting environmental risk assessments and implementing site-specific Biodiversity Action Plans. It also emphasizes stakeholder engagement raising awareness and encouraging sustainable practices among employees and suppliers.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to avoidance of negative impacts on threatened and protected species

☑ Other environmental commitment, please specify :Natural resources will be used in compliance with the International Union for Conservation of Nature (IUCN) guidelines.

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ Yes, in line with another global environmental treaty or policy goal, please specify :The International Union for Conservation of Nature (IUCN) guidelines

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

ford-otosan-biodiversity-strategy_en.pdf

Row 4

(4.6.1.1) Environmental issues covered

Select all that apply

☑ Climate change

☑ Water

☑ Biodiversity

(4.6.1.2) Level of coverage

Select from:

☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Upstream value chain

(4.6.1.4) Explain the coverage

The Ford Otosan Supply Chain Compliance Policy establishes guidelines for Ford Otosan and its subsidiaries regarding their business practices with partners. The policy's goal is to promote ethical standards, ensure compliance with regulations, and align with Ford Otosan's core values. Ford Otosan expects its Business Partners to make every effort to protect and preserve the environment. In this respect, Ford Otosan encourages its Business Partners to: - Comply with all applicable environmental laws and regulations including Ford Otosan's Environmental and Energy Policy. - Continuously improve their environmental performance and reduce their environmental impact to address climate change, water management, waste management and protection of biodiversity. - Have effective monitoring systems and procedures in place against industrial accidents and other emergency situations. - Encourage their Business Partners and third parties to improve their environmental performance.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to comply with regulations and mandatory standards

☑ Commitment to take environmental action beyond regulatory compliance

Water-specific commitments

☑ Commitment to control/reduce/eliminate water pollution

Social commitments

☑ Adoption of the UN International Labour Organization principles

☑ Commitment to promote gender equality and women's empowerment

☑ Commitment to respect internationally recognized human rights

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ Yes, in line with another global environmental treaty or policy goal, please specify :The UN Global Compact, The UN Guiding Principles on Business and Human Rights, The Universal Declaration of Human Rights (UDHR), The ILO Declaration on Fundamental Principles and Rights at Work

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

antetli_supply-chain-compliance-policy(1).pdf
[Add row]

(4.10) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

(4.10.1) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

Select from:

☑ Yes

(4.10.2) Collaborative framework or initiative

Select all that apply

☑ Global Reporting Initiative (GRI) Community Member

☑ Science-Based Targets Initiative (SBTi)

☑ Task Force on Climate-related Financial Disclosures (TCFD)

☑ UN Global Compact

(4.10.3) Describe your organization's role within each framework or initiative

Ford Otosan remains dedicated to contributing to Koç Holding's "Carbon Transition Program", aimed at realizing the 2050 net zero target. Therefore, we actively follow, implement, and support global sustainability initiatives such as the Science-Based Targets initiative (SBTi) and The Turkey Sustainability Reporting Standard (TSRS), which has been adapted to our country from the IFRS Sustainability Disclosure Standards of the ISSB, especially IFRS S1 and IFRS S2. In line with this requirement, we have published the TSRS (Turkey Sustainability Reporting Standard) 2024 Report, prepared based on IFRS (SASB & TCFD). In 2024, we began the commitment process to the Science-Based Targets initiative (SBTi) for our short-term targets by adopting the approach to limiting global warming to 1.5oC, as defined in the Paris Agreement. Ford Otosan monitors climate-related risks among its material issues and regularly reviews them within the Risk Committee. As part of our risk management approach, we have mapped our climate change risks and started measuring their impacts. Progress is reported to the Early Determination and Management of the Risk Committee. At Ford Otosan, our commitment to sustainability is an integral part of our corporate approach as we actively pursue fair, transparent, and accountable management practices. As a testament to this commitment, we have proudly joined UN Global Compact (UNGC) as a signatory, managing all our business processes in a manner that contributes to the Sustainable Development Goals. Ford Otosan remains dedicated to contributing to Koç Holding's "Carbon Transition Program," aimed at achieving the 2050 net zero target. Therefore, we actively follow, implement, and support global sustainability initiatives such as the Science-Based Targets initiative (SBTi) and the Turkey Sustainability Reporting Standard (TSRS), which has been adapted to our country from the IFRS Sustainability Disclosure Standards of the ISSB, especially IFRS S1 and IFRS S2. In line with this requirement, we have published the TSRS (Turkey Sustainability Reporting Standard) 2024 Report, prepared based on IFRS (SASB & TCFD). In 2024, we began the commitment process to the Science-Based Targets initiative (SBTi) for our near- and long-term targets by adopting the approach of limiting global warming to 1.5°C, as defined in the Paris Agreement. Within the scope of the near-term target, we commit to reduce our Scope 1 and 2 greenhouse gas emissions by 77% by 2034, compared to the 2017 baseline, including our locations in Türkiye and Romania, and We commit to reduce our absolute Scope 3 greenhouse gas emissions from the use of vehicles sold by 58.8% by 2034, compared to the 2021 baseline. Furthermore, we commit to net zero across our entire value chain by 2050 for our long-term target. Ford Otosan monitors climate-related risks among its material issues and regularly reviews them within the Risk Committee. As part of our risk management approach, we have mapped our climate change risks and started measuring their impact. Progress is reported to the Early Determination and Management of the Risk Committee. At Ford Otosan, our commitment to sustainability is an integral part of our corporate approach as we actively pursue fair, transparent, and accountable management practices. As a testament to this commitment, we have proudly joined the UN Global Compact (UNGC) as a signatory, managing all our business processes in a manner that contributes to the Sustainable Development Goals.
[Fixed row]

(4.11) In the reporting year, did your organization engage in activities that could directly or indirectly influence policy, law, or regulation that may (positively or negatively) impact the environment?

(4.11.1) External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the environment

Select all that apply

☑ Yes, we engaged directly with policy makers

☑ Yes, we engaged indirectly through, and/or provided financial or in-kind support to a trade association or other intermediary organization or individual whose activities could influence policy, law, or regulation

(4.11.2) Indicate whether your organization has a public commitment or position statement to conduct your engagement activities in line with global environmental treaties or policy goals

Select from:

☑ Yes, we have a public commitment or position statement in line with global environmental treaties or policy goals

(4.11.3) Global environmental treaties or policy goals in line with public commitment or position statement

Select all that apply

☑ Paris Agreement

☑ Sustainable Development Goal 6 on Clean Water and Sanitation

(4.11.4) Attach commitment or position statement

ford otosan_integrated annual report2024.pdf

(4.11.5) Indicate whether your organization is registered on a transparency register

Select from:

☑ No

(4.11.8) Describe the process your organization has in place to ensure that your external engagement activities are consistent with your environmental commitments and/or transition plan

Ford Otosan engages in contributing to the policy meetings solely or through Koç Group Environmental Board. Through the Koç Environment Committee, a platform that brings together environment, energy and sustainability experts from all Koç Group companies, the Group aims to build shared knowledge across all industries. Koç Group work with industry and sector peers, government institutions, international organizations, academia and civil society to drive forward the climate change agenda and support policy development, both nationally and internationally. Ford Otosan is a member in the Sustainability Committee of Automotive Distributors Association (ODD), Energy and Environment Committees of Automotive Manufacturers Association (OSD). We actively participate in working groups of vehicle manufacturers' associations such as the European Union, European Automobile Manufacturers Association (ACEA), United Nations, International Organization of Motor Vehicle Manufacturers (OICA), Automotive Manufacturers Association (OSD), and Automotive Distributors and Mobility Association (ODMD) for local

legislation. By serving in these groups, we evaluate draft regulations, analyze their impact on our products, and add them to our product plans at the right time. These activities not only ensure our legal compliance but also contribute to our industry perspective and experience.
[Fixed row]

(4.11.1) On what policies, laws, or regulations that may (positively or negatively) impact the environment has your organization been engaging directly with policy makers in the reporting year?

Row 1

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

Turkey Import Regulation – DEEP Project: We periodically submit feedback to the DEEP (Evaluation of Turkey's Potential for Transition to a Circular Economy) Project, conducted by the Ministry of Environment, Urbanization, and Climate Change. The comments we provide within this project focus on aligning Turkey's regulations with the European Union's Battery Passport and End-of-Life Vehicle Directive (ELVD).

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply
☑ Climate change
☑ Water

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Low-impact production and innovation
☑ Circular economy
☑ Extended Producer Responsibility (EPR)
☑ Low environmental impact innovation and R&D
☑ Recycling and recyclability
☑ Sustainable production and consumption

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☑ National

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☑ Turkey

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☑ Neutral

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☑ Regular meetings

☑ Ad-hoc meetings

☑ Participation in working groups organized by policy makers

☑ Participation in voluntary government programs

☑ Submitting written proposals/inquiries

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

0

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

In line with our sustainability vision, Ford Otosan aims to increase the use of recycled and renewable plastics in its vehicles over the coming years. We are working to improve plastic recovery and recycling rates in line with circular economy principles and Ford's global sustainability approach. To support this objective, we are engaging with the DEEP (Evaluation of Turkey's Potential for Transition to a Circular Economy) Project, conducted by the Ministry of Environment, Urbanization, and Climate Change. Our contributions aim to align national regulations with key EU policies such as the Battery Passport and the End-of-Life Vehicle Directive (ELVD). As a member of the TOBB Plastics Working Group, we also contribute to identifying the recycled plastics requirements of the Turkish automotive industry and

addressing legislative gaps regarding waste collection and recycling. We are actively incorporating innovative materials and sustainable practices in our production. For instance, in the IP Cluster Bezel component, we have implemented isosorbide-based polycarbonate (PC) derived from industrial corn waste. This innovation has helped us achieve a bio-based material ratio of over 50%, contributing to both carbon footprint reduction and cost efficiency. In our truck programs, we achieved a carbon emission reduction of 17.2 kg per vehicle by incorporating over 50% recycled plastic in interior and exterior body parts. In our Medium Commercial Vehicle (MCV) group's Special Vehicle Operations (SVO), we used 90% recycled materials in 12 interior components, reducing CO_2 emissions by 34.4 kg per vehicle and further lowering production costs. Moreover, the Lower Leg Stiffener Project marked the first use of 50% recycled plastic in a critical safety component in mid-segment commercial vehicles. This initiative alone reduced the carbon footprint by 22.2%, preventing 571.8 tons of CO_2 emissions—equivalent to the environmental benefit of 22,874 trees. Through these efforts, we not only progress toward our environmental targets but also provide constructive input to national policy development. We consider our engagement successful when regulatory frameworks evolve in support of broader adoption of recycled materials, and when our innovations result in measurable reductions in emissions and resource use.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Select all that apply

☑ Paris Agreement

☑ Sustainable Development Goal 6 on Clean Water and Sanitation

[Add row]

(4.11.2) Provide details of your indirect engagement on policy, law, or regulation that may (positively or negatively) impact the environment through trade associations or other intermediary organizations or individuals in the reporting year.

Row 1

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Europe

☑ Other trade association in Europe, please specify :Automotive Manufacturers Association (OSD)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

☑ Water

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☑ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

As a member of the Automotive Manufacturers Association (OSD), our positions on regulatory and environmental matters align with the association's stance. We actively contribute to shaping these positions through our leadership roles. Ford Otosan is represented on the Board of Directors and the General Assembly, and we chair both the Technical Legislation Committee and the After-Sales Services Committee. Additionally, we participate as members in the R&D Committee, Legal Committee, Localization Committee, Energy Committee, Smart Mobility Systems Committee, Human Resources Committee, Logistics Committee, Public Affairs Committee, Environmental Committee, and the Education Working Group. This broad involvement enables us to contribute comprehensively to sector-wide discussions on sustainability, innovation, and regulatory alignment. Within the Technical Legislation Committee, we contribute to evaluating international regulations, such as new general safety rules, type approval frameworks, and alternative fuel vehicle infrastructure, and their incorporation into national legislation. Similarly, through the After-Sales Services Committee, we assess international and national legislative developments—including spare parts regulation, voluntary recalls, and

the impacts of electrification—and support aligning these issues with local implementation. In both committees, our active involvement ensures that international regulatory developments are consistently evaluated for their applicability in the national context, with the association's consolidated position communicated to public authorities. This alignment demonstrates our consistent approach with OSD while also allowing us to influence how sectoral insights are incorporated into national policymaking processes.

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

7499334.7

(4.11.2.10) Describe the aim of this funding and how it could influence policy, law or regulation that may impact the environment

This funding represents our membership fee. Our active participation in the Automotive Manufacturers Association (OSD) aims to ensure that the automotive industry's collective perspective is represented in the development and implementation of national regulations. Through OSD, we contribute resources and expertise to a wide range of committees, including the Technical Legislation, Environmental, Energy, After-Sales Services, Localization, and Smart Mobility Systems Committees, among others. These committees monitor international regulatory developments and assess their applicability to the Turkish context, particularly in areas such as new environmental regulations, vehicle emissions, energy efficiency, alternative fuel infrastructure, sustainable mobility, spare parts legislation, and electrification. For example, the Technical Legislation Committee evaluates international rules and their reflection into national legislation, while the After-Sales Services Committee addresses the implications of electrification and recycling for service processes. By supporting these activities, our funding indirectly influences policymaking processes that may impact the environment, ensuring that OSD can provide informed and consolidated feedback to public authorities. This engagement helps integrate environmental considerations into future laws and regulations, strengthening the sector's alignment with both national priorities and EU legislation.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

☑ Sustainable Development Goal 6 on Clean Water and Sanitation

[Add row]

(4.12) Have you published information about your organization’s response to environmental issues for this reporting year in places other than your CDP response?

Select from:
☑ Yes

(4.12.1) Provide details on the information published about your organization’s response to environmental issues for this reporting year in places other than your CDP response. Please attach the publication.

Row 1

(4.12.1.1) Publication

Select from:
☑ In mainstream reports, in line with environmental disclosure standards or frameworks

(4.12.1.2) Standard or framework the report is in line with

Select all that apply
☑ GRI
☑ IFRS
☑ TCFD
☑ Other, please specify :Integrated Reporting Framework

(4.12.1.3) Environmental issues covered in publication

Select all that apply
☑ Climate change
☑ Water
☑ Biodiversity

(4.12.1.4) Status of the publication

Select from:

☑ Complete

(4.12.1.5) Content elements

Select all that apply

☑ Strategy

☑ Governance

☑ Emission targets

☑ Emissions figures

☑ Risks & Opportunities

☑ Value chain engagement

☑ Biodiversity indicators

☑ Public policy engagement

☑ Water accounting figures

☑ Content of environmental policies

(4.12.1.6) Page/section reference

Content of environmental policies (page:48) Biodiversity indicators (page: 141) Governance (page:66-78) Public policy engagement (page:187-199) Risk & opportunities (page:79-83, 210-233) Strategy (page:40-42, 49-53) Value chain engagement (page:54-61, 142-145) Emissions figures (page:130) Emissions targets (page:120-133) Water accounting figures (page:140)

(4.12.1.7) Attach the relevant publication

Ford_annual integrated report_2024.pdf

(4.12.1.8) Comment

Ford Otosan 2024 Integrated Report covers company's Türkiye and Romania operations during the period of January 1- December 31, 2024. This comprehensive document merges financial performance with detailed insights into environmental social and governance (ESG) practices providing stakeholders with a clear understanding of how Ford Otosan generates long-term value. The report highlights key areas such as sustainable manufacturing processes, innovative product development, community engagement initiatives and robust governance structures. The report has been prepared in accordance with the GRI Standards. The accuracy and transparency of the financial and nonfinancial data of the company is ensured through independent audit processes. Independent audit firms apply various auditing techniques such as reconciliation, invoice checks, analytical controls and recalculations in accordance with national and international standards, including IFRS, TFRS, TSRS, IAS and BDS.

[Add row]

C5. Business strategy

(5.1) Does your organization use scenario analysis to identify environmental outcomes?

Climate change

(5.1.1) Use of scenario analysis

Select from:
☑ Yes

(5.1.2) Frequency of analysis

Select from:
☑ Every three years or less frequently

Water

(5.1.1) Use of scenario analysis

Select from:
☑ Yes

(5.1.2) Frequency of analysis

Select from:
☑ Every three years or less frequently
[Fixed row]

(5.1.1) Provide details of the scenarios used in your organization’s scenario analysis.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

☑ IEA NZE 2050

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Policy

☑ Market

☑ Reputation

☑ Technology

☑ Liability

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 1.5°C or lower

(5.1.1.7) Reference year

2023

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2030

☑ 2040

☑ 2050

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Climate change (one of five drivers of nature change)

Regulators, legal and policy regimes

☑ Global regulation

☑ Global targets

☑ Methodologies and expectations for science-based targets

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

At Ford Otosan, in line with our climate action and sustainability goals, we have chosen to use transition scenarios such as the IEA NZE, SDS (Sustainable Development Scenario) and RCP's in our scenario analyses. These scenarios guide our strategic decisions for reducing carbon emissions and are aligned with the European Green Deal and the Science Based Targets Initiative (SBTi).

(5.1.1.11) Rationale for choice of scenario

Ford Otosan has aligned its short and long-term emission reduction targets with the IEA's Net Zero Emissions (NZE) scenario. These targets have been submitted to and verified by the Science-Based Targets initiative (SBTi). Ford Otosan also employs a variety of climate scenario models to assess the potential impacts of climate change on its operations and strategy. To evaluate transition risks, the Company uses the IEA STEPS (Stated Policies Scenario) published by the International Energy Agency (IEA). For physical risks, it refers to the RCP 2.6 (SSP1-1.9 and SSP1-2.6), RCP 4.5 (SSP 2-4.5), and RCP 8.5 (SSP5-8.5) scenarios published by the Intergovernmental Panel on Climate Change (IPCC). These scenarios help identify emerging risks and inform the development of strategies aimed at minimizing their potential impacts.

Water

(5.1.1.1) Scenario used

Water scenarios

☑ WRI Aqueduct

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Acute physical

☑ Chronic physical

☑ Policy

☑ Reputation

(5.1.1.7) Reference year

2023

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2030

☑ 2050

☑ 2100

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Changes to the state of nature

☑ Changes in ecosystem services provision

☑ Climate change (one of five drivers of nature change)

Regulators, legal and policy regimes

☑ Global targets

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

Ford Otosan has determined that all of its facilities in Türkiye are located in the Marmara and Sakarya basins, known as high water-stressed basins. The Marmara basin, where the Kocaeli plants and the Sancaktepe complex are located, is a high risk (40%-80%) region, while the Sakarya basin, where the Eskişehir plant is located, is an extremely high risk (>80%) area. On the other hand, the Craiova plant in Romania was assessed to have low water risk (<10%). With regard to the medium scenario (>2°C), the World Resources Institute (WRI) anticipates that water supply in the region where both the Gölcük and Yeniköy plants are located will decrease by approximately 20% compared to current water supply levels by 2040. In contrast, the water demand (domestic, industrial, irrigation, animal husbandry, etc.) is expected to increase by more than 40% compared to 2010 levels.

(5.1.1.11) Rationale for choice of scenario

Ford Otosan's exposure to physical risks is at similar levels in low, medium and high scenarios. According to the medium climate scenario, the risks with the highest impact are water stress and heat/cold weather waves, respectively. Flooding, rising sea levels and hurricanes rank as the lowest physical risks. The analyses covered six Ford Otosan locations in Türkiye, including R&D, training, marketing and manufacturing sites. According to the medium (>2°C) scenario, Ford Otosan's Gölcük, Yeniköy and Eskişehir sites would be exposed to high levels of water stress. Water quality and quantity are critically important for Ford Otosan's production processes. Water resources are used directly in production processes, including finishing, washing, rinsing, body painting, processing of powertrain parts and cooling, to ensure the continuity of operations. According to the assessment results, Ford Otosan's overall physical risk score is at a medium level, with the main risk identified as water stress. Exposure to other physical risks is relatively low compared to other regions around the world. Heat waves and cold weather constitute the second most apparent risks for Ford Otosan facilities.

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☑ RCP 8.5

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

☑ SSP5

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Acute physical

☑ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 4.0°C and above

(5.1.1.7) Reference year

2023

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2030

☑ 2050

☑ 2100

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Climate change (one of five drivers of nature change)

Regulators, legal and policy regimes

☑ Global regulation

☑ Global targets

☑ Methodologies and expectations for science-based targets

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

High Climate Change Scenario (RCP 8.5): Continuation of business as usual with emissions at current rates. This scenario is expected to result in warming in excess of 4 degrees Celsius by 2100.

(5.1.1.11) Rationale for choice of scenario

Ford Otosan also employs a variety of climate scenario models to assess the potential impacts of climate change on its operations and strategy. To evaluate transition risks, the Company uses the IEA STEPS (Stated Policies Scenario) published by the International Energy Agency (IEA). For physical risks, it refers to the RCP 2.6 (SSP1-1.9 and SSP1-2.6), RCP 4.5 (SSP 2-4.5), and RCP 8.5 (SSP5-8.5) scenarios published by the Intergovernmental Panel on Climate Change (IPCC),with the latter two especially chosen to provide projections that support taking precautions and actions against climate-related risks under the worst-case temperature increase scenario. These scenarios help identify emerging risks and inform the development of strategies aimed at minimizing their potential impacts.

Water

(5.1.1.1) Scenario used

Water scenarios

☑ WWF Water Risk Filter

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Acute physical

☑ Chronic physical

☑ Policy

☑ Reputation

(5.1.1.7) Reference year

2023

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2030

☑ 2050

☑ 2100

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Changes to the state of nature

☑ Changes in ecosystem services provision

☑ Climate change (one of five drivers of nature change)

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

Ford Otosan has determined that all of its facilities in Türkiye are located in the Marmara and Sakarya basins, known as high water-stressed basins. The Marmara basin, where the Kocaeli plants and the Sancaktepe complex are located, is a high risk (40%-80%) region, while the Sakarya basin, where the Eskişehir plant is located, is an extremely high risk (>80%) area. On the other hand, the Craiova plant in Romania was assessed to have low water risk (<10%). With regard to the medium scenario (>2°C), the World Resources Institute (WRI) anticipates that water supply in the region where both the Gölcük and Yeniköy plants are located will decrease by approximately 20% compared to current water supply levels by 2040. In contrast, the water demand (domestic, industrial, irrigation, animal husbandry, etc.) is expected to increase by more than 40% compared to 2010 levels.

(5.1.1.11) Rationale for choice of scenario

Ford Otosan's exposure to physical risks is at similar levels in low, medium and high scenarios. According to the medium climate scenario, the risks with the highest impact are water stress and heat/cold weather waves, respectively. Flooding, rising sea levels and hurricanes rank as the lowest physical risks. The analyses covered six Ford Otosan locations in Türkiye, including R&D, training, marketing and manufacturing sites. According to the medium (>2°C) scenario, Ford Otosan's Gölcük, Yeniköy and Eskişehir sites would be exposed to high levels of water stress. Water quality and quantity are critically important for Ford Otosan's production processes. Water resources are used directly in production processes, including finishing, washing, rinsing, body painting, processing of powertrain parts and cooling, to ensure the continuity of operations. According to the assessment results, Ford Otosan's overall physical risk score is at a medium level, with the main risk identified as water stress. Exposure to other physical risks is relatively low compared to other regions around the world. Heat waves and cold weather constitute the second most apparent risks for Ford Otosan facilities.
[Add row]

(5.1.2) Provide details of the outcomes of your organization's scenario analysis.

Climate change

(5.1.2.1) Business processes influenced by your analysis of the reported scenarios

Select all that apply

☑ Risk and opportunities identification, assessment and management

☑ Strategy and financial planning
☑ Resilience of business model and strategy
☑ Capacity building
☑ Target setting and transition planning

(5.1.2.2) Coverage of analysis

Select from:
☑ Organization-wide

(5.1.2.3) Summarize the outcomes of the scenario analysis and any implications for other environmental issues

Outcomes of scenario analysis affected targets setting and transition planning: Ford Otosan has aligned its short and long-term emission reduction targets with the IEA's Net Zero Emissions (NZE) scenario. These targets have been submitted to and verified by the Science-Based Targets initiative (SBTi). Outcomes of scenario analysis affected strategy and financial planning: The scenario analysis highlights the escalating physical risks under different climate change pathways, emphasizing the need for proactive mitigation strategies. Additionally, the outcomes underline how climate risks are intertwined with broader environmental issues like water scarcity, ecosystem degradation, and social resilience. Within the climate scenario, in the context of water stress, which will significantly affect our facilities, the majority of investments began in 2023 and are expected to be completed and operational in the short term.

Water

(5.1.2.1) Business processes influenced by your analysis of the reported scenarios

Select all that apply
☑ Risk and opportunities identification, assessment and management
☑ Strategy and financial planning
☑ Resilience of business model and strategy
☑ Capacity building
☑ Target setting and transition planning

(5.1.2.2) Coverage of analysis

Select from:
☑ Organization-wide

(5.1.2.3) Summarize the outcomes of the scenario analysis and any implications for other environmental issues

We prepared our Water Supply Action Plan against Drought Risk. We determined the water stress risk values of our locations using the WRI Aqueduct "Global Water Risk Mapping Atlas", which enables the mapping of future water risks. • In water management, we work to reduce the use of fresh water in all our locations. We continued to launch water recovery projects across all our production facilities in Türkiye in 2024. According to the assessment results, Ford Otosan's overall physical risk score is at a medium level, with the main risk identified as water stress. The completion of this scenario analysis has accelerated the feasibility studies of groundwater resources at our facilities. In the short term, we have initiated hydrogeological projection studies to minimize the risk of production stoppage and are working on alternative water sources. Based on the results of the scenario analysis, we are accelerating our water recovery investments, aiming to mitigate the risks of water scarcity and water stress.
[Fixed row]

(5.2) Does your organization's strategy include a climate transition plan?

(5.2.1) Transition plan

Select from:
☑ Yes, we have a climate transition plan which aligns with a 1.5°C world

(5.2.3) Publicly available climate transition plan

Select from:
☑ Yes

(5.2.4) Plan explicitly commits to cease all spending on, and revenue generation from, activities that contribute to fossil fuel expansion

Select from:
☑ Yes

(5.2.5) Description of activities included in commitment and implementation of commitment

As part of our Science Based Targets initiative (SBTi) commitments, we continue to improve our production processes, enhance energy efficiency practices, and expand the use of renewable energy sources. By setting short, medium and long-term targets across key focus areas such as carbon transition, waste management,

circular economy, and water stewardship, Ford Otosan strengthens its resilience to climate-related risks. Regarding Waste Management and Circular Economy, activities are carried out on sending zero waste to landfills, eliminating single-use plastics in personal use and using 30% renewable and recycled plastics in vehicles. Regarding water management, we continue to work on reducing the use of clean water at all our locations. - We created a Water Supply Action Plan against drought risks. We identified the water stress risk values of our locations using the WRI Aqueduct "Global Water Risk Mapping Atlas," which maps future water risks. - We conducted a preliminary risk assessment study using two tools, SBTN (Science Based Targets Network) and IBAT (Integrated Biodiversity Assessment Tool), specifically for Ford Otosan's locations. We also introduced Ford Otosan's Biodiversity Strategy. We conducted a preliminary risk assessment study using two tools - SBTN (Science-Based Targets Network) and IBAT (Integrated Biodiversity Assessment Tool), specific to Ford Otosan locations. We created Ford Otosan's Biodiversity Strategy. While we measure our impact on factors related to biodiversity and the magnitude of this impact with the SBTN Materiality Tool, we can analyze location-specific species and their habitats on a global scale by obtaining data from local data providers with IBAT.

(5.2.7) Mechanism by which feedback is collected from shareholders on your climate transition plan

Select from:

☑ Our climate transition plan is voted on at Annual General Meetings (AGMs)

(5.2.10) Description of key assumptions and dependencies on which the transition plan relies

Facing urgent global challenges, transformative and sustainable solutions are essential. At Ford Otosan, we are committed to leading the sustainability revolution in the Turkish automotive sector. Our mission goes beyond adaptation, aiming to align our operations and the national ecosystem with initiatives like the European Union Green Deal. We also support our organization and stakeholders throughout this transition. Our sustainability approach is built on reducing our environmental impact, being a corporate citizen, leading the ecosystem, and being transparent and accountable. Accordingly, we pioneer several sustainability, accountability and transparency practices in the automotive industries of the countries where we operate. We continue to implement a range of projects to reduce operational energy consumption and expand our renewable energy footprint. Our efforts include investments in solar walls and solar power plants across all facilities. In 2024 alone, we completed 150 energy efficiency projects, resulting in €2.86 million in savings and preventing 16,100 tons of CO2 emissions. Looking ahead to 2025, we plan to launch additional energy efficiency initiatives. Key upcoming projects include the installation of a rooftop solar power plant at the Sancaktepe R&D Center, as well as thermal wall systems at both the Gölcük and Yeniköy plants. Across all facilities, we are targeting a minimum 10% improvement in energy efficiency.

(5.2.11) Description of progress against transition plan disclosed in current or previous reporting period

As a focus of its "Future. Now" sustainability strategy, Ford Otosan has prioritized renewable energy investments in its short and medium-term plans. The Sustainability Committee oversees all relevant activities. The Ocaklı and Köprülü Village solar power plant investments in Afyonkarahisar, with a total installed capacity of 10 MW on 145-hectare site, completed the first phase in 2024. The Hasandede and Çiçektepe solar power plant projects in Afyonkarahisar, with a total installed capacity of 6.1 MW, are planned to be commissioned in 2025. The Aydıncık-1 and Aydıncık-2 projects in Kütahya, with a total installed capacity of 5.9 MW, totaling 22 MWh, are planned to be commissioned in 2026. Ford Otosan aims to reduce its Scope 1 and Scope 2 greenhouse gas emissions by 77% by 2034, including its locations in Türkiye and Romania, compared to the 2017 baseline, and to reach net-zero emissions across its entire value chain by 2050. Scope 1, Scope 2, and Scope 3 emissions, along with renewable energy generation capacity metrics, are monitored and reported as part of this target. In 2024, a total of 150 energy efficiency projects were implemented to support the SBTi target, resulting in TL 105,100,000 of savings and avoiding 16,100 tons of CO2e in greenhouse gas emissions. Ford Otosan participates in various internationally funded projects to reduce its product carbon footprint. Resources are allocated from equity for these

risks and opportunities, with the exception of low-carbon technology studies specifically for the products. Low-carbon product development projects are supported by EU funds such as Horizon 2020 and Horizon Europe, as well as foundation, academic, and similar grants.

(5.2.12) Attach any relevant documents which detail your climate transition plan (optional)

Ford_annual integrated report_2024.pdf

(5.2.13) Other environmental issues that your climate transition plan considers

Select all that apply

☑ Plastics

☑ Water

☑ Biodiversity

(5.2.14) Explain how the other environmental issues are considered in your climate transition plan

As part of our Science Based Targets initiative (SBTi) commitments, we continue to improve our production processes, enhance energy efficiency practices, and expand the use of renewable energy sources. By setting short, medium and long-term targets across key focus areas such as carbon transition, waste management, circular economy, and water stewardship, Ford Otosan strengthens its resilience to climate-related risks. Regarding Waste Management and Circular Economy, activities are carried out on sending zero waste to landfills, eliminating single-use plastics in personal use and using 30% renewable and recycled plastics in vehicles. Regarding water management, we continue to work on reducing the use of clean water at all our locations. - We created a Water Supply Action Plan against drought risks. We identified the water stress risk values of our locations using the WRI Aqueduct "Global Water Risk Mapping Atlas," which maps future water risks. - We conducted a preliminary risk assessment study using two tools, SBTN (Science Based Targets for Nature) and IBAT (Integrated Biodiversity Assessment Tool), specifically for Ford Otosan's locations. We also introduced Ford Otosan's Biodiversity Strategy. We conducted a preliminary risk assessment study using two tools - SBTN (Science-Based Targets Network) and IBAT (Integrated Biodiversity Assessment Tool), specific to Ford Otosan locations. We created Ford Otosan's Biodiversity Strategy. While we measure our impact on factors related to biodiversity and the magnitude of this impact with the SBTN Materiality Tool, we can analyze location-specific species and their habitats on a global scale by obtaining data from local data providers with IBAT.
[Fixed row]

(5.3) Have environmental risks and opportunities affected your strategy and/or financial planning?

(5.3.1) Environmental risks and/or opportunities have affected your strategy and/or financial planning

Select from:

☑ Yes, both strategy and financial planning

(5.3.2) Business areas where environmental risks and/or opportunities have affected your strategy

Select all that apply

☑ Products and services

☑ Upstream/downstream value chain

☑ Investment in R&D

☑ Operations

[Fixed row]

(5.3.1) Describe where and how environmental risks and opportunities have affected your strategy.

Products and services

(5.3.1.1) Effect type

Select all that apply

☑ Risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

☑ Water

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Within a broad range of R&D activities, we work on reducing the use of natural resources and waste generation, reusing waste materials as by-products/raw materials, and using secondary recycled materials, and design processes toward a circular economy. In addition to producing innovative clean energy vehicles and reducing emissions in the current vehicle range, we also focus our research and development on recovering precious metals, developing AI-assisted autonomous vehicles and emission control systems, and using more recycled materials. At Ford Otosan, we aim to shape the future of the automotive industry with a responsible and innovative approach to product and service design, and file applications to obtain national and international patents to register our intellectual property. In 2024, we expanded our patent portfolio with 16 new registrations, including 9 national and 7 international patents. Ford Otosan assumes important duties as a partner and coordinator in many EU-funded local and international research projects and local R&D projects, which focus on the exploration and development of alternative

technologies, including electric, hybrid and fuel cell vehicles. Ford Otosan completed the Horizon 2020 program with 20 projects and Euro 7.73 million funding in total, becoming this program's highest funded industrial company in Türkiye. As announced on TÜBİTAK's official website, Ford Otosan ranks first among the industrial companies that have received the highest funding with a total of Euro 8.45 million for 21 projects within the Horizon Europe program. We intend to apply for new projects within the framework of Horizon European funding planned for the period through 2027. In alignment with the European Emission Monitoring system, we continue to launch R&D projects on fuel consumption reduction and alternative fuel integration in response to the requirements of draft and applicable laws that impose legal restrictions and financial limits on the carbon emissions of vehicles. In 2024, revenues from sustainable products and services amounted to approximately USD 1,107 million (TL 39 billion).

Upstream/downstream value chain

(5.3.1.1) Effect type

Select all that apply

☑ Risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

☑ Water

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

To support sustainable transformation and risk mitigation across its supply chain, the Supplier Sustainability Committee continued its efforts, addressing a broad range of topics, including ethics and talent management, environmental best practices and life cycle assessments (LCA), sustainable supply chain financing, Science-Based Targets and emissions tracking, digital solutions for energy efficiency, and digital tools for monitoring sustainability performance. Throughout 2024, the Committee organized training programs on environmental, social, governance, and ethics topics, and met quarterly with critical suppliers to review progress on the six-month, one-year, and two-year ESG roadmaps developed in 2023, encouraging the exchange of best practices. A strategic focus is managing these risks in the supply chain through supplier sustainability development and audits. A Supplier Sustainability Committee, established within the company, oversees all relevant activities. The sustainability performance of all critical suppliers subject to the regulations, along with development areas identified through the Human Rights Due Diligence study and actions are monitored. The Company aims for carbon neutrality in Scope 1 and Scope 2 emissions across its supply chain and its logistics operations by 2035. Logistics Suppliers Sustainability Conference at the Logistics Suppliers Sustainability Conference we organized on April 18, we shared our long-term sustainability goals and the work we carried out in this direction with our logistics service providers At Ford Otosan. We came together with our logistics service providers in 2024, determined the question sets to be conveyed within the scope of the sustainability assessment and sent a survey to 19 logistics service providers for the first time. According to the assessment results, we determined that the sustainability score of one of our seven high-volume logistics service providers, which is

critical for Ford Otosan, is open to improvement. Following the conference, we published the Sustainability Manifesto for Logistics Service Providers. In 2025, we plan to jointly conduct the survey processes of our suppliers and logistics service providers.

Investment in R&D

(5.3.1.1) Effect type

Select all that apply

☑ Risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

☑ Water

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Ford Otosan boasts global presence with a pioneering, competitive and competent R&D organization in the field of commercial vehicles, employing over 2,000 R&D professionals across its Sancaktepe, Gölcük and Eskişehir R&D Centers and METU Technocity office. In addition to working on vehicle design, interior and exterior body, engine and power transmission, chassis, electrical and electronic system development and testing, these centers also engage in advanced R&D work on reducing CO2 emissions, developing connected vehicles, autonomous vehicles, electric vehicles, light vehicle technologies and low-density, recyclable and renewable materials. During the design phase, factors such as ergonomics, usability and aesthetics are considered in the exterior and interior designs of vehicles. All these activities are based on the principle of Design for Sustainability. In addition to developing comprehensive mobility solutions to mitigate environmental impact, Ford Otosan also takes into account the vehicles and their components along with all transportation types and infrastructures and people's mobility habits. The R&D Centers develop and deploy services (such as smart maintenance and Live) or complementary products (such as charging stations) that align with customers' businesses and lifestyles, improve their freedom of mobility and/or enhance efficiency during use. They also design and develop products by considering customer expectations and technological advancements. Ford Otosan, a leading product development center within the global Ford organization, engages in research and development focused on product programs. In 2024, R&D spending on various product development projects amounted to USD 263.11 million (TL 9,268 million in 2024 while TL 10,107 million in 2023) before capitalization and USD 175.23 million (TL 6,170 million in 2024 while TL 7,665 million in 2023) after capitalization.

Operations

(5.3.1.1) Effect type

Select all that apply

☑ Risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

☑ Water

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Effective management of our environmental impact resulting from our operations ranks among our key material sustainability issues. Therefore, we work to control and reduce our negative environmental impact across all stages of our activities. During production, we not only emit GHG and various other gases but also consume energy, water and materials and generate waste. Because of fuel consumed and GHG emitted during our production and other operations, we create a larger environmental footprint. In line with our Future. Now vision, our 2030 targets include reaching zero waste in landfills, eliminating single-use plastics from personal consumption, and consuming 40% less fresh water per vehicle at each manufacturing site. We manage all the products and services at all our complexes in Türkiye in alignment with the ISO 14001:2015 Environmental Management System and ISO 50001:2018 Energy Management System. In addition to the annual verifications for Our 2024 greenhouse gas emissions were calculated using the GHG Protocol, and limited assurance for the data was obtained, we also undergo ISO 14001, ISO 50001 and GHG audits every year to keep our certifications up to date. With the greenhouse gas verification audit for the 2021 data in 2022, we had our indirect emissions and direct emissions verified and validated for the first time. Meanwhile, the ISO 14064 harmonization is ongoing at the Craiova Plant in Romania. In 2023, we received our first validation for the Craiova Plant's greenhouse gas emissions, verifying our 2021 and 2022 GHG emission data. As part of the Environmental Management System (EOS), we undergo annual audits to ensure that our environmental management system is continuously enhanced. In addition to Koç Group's environmental audits every two years, we receive planned and unannounced audits from the Ministry of Environment, Urbanization and Climate Change and other relevant Ministries within the year. Ford Otosan Kocaeli Plants and Eskişehir Plant are subject to the Regulation on Monitoring Greenhouse Gas Emissions. As is the case every year, the plants successfully passed the verification audits in 2024and the relevant emission reports were submitted to the Ministry of Environment, Urbanization and Climate Change. In 2024, Ford Otosan's total environmental investments and spending, including costs of measurements and analyses, waste disposal, chemicals, personnel, certification and permits, consultancy and training, maintenance and repairs related to environmental management, amounted to 546 M TL. (USD 15,504,066).

[Add row]

(5.3.2) Describe where and how environmental risks and opportunities have affected your financial planning.

Row 1

(5.3.2.1) Financial planning elements that have been affected

Select all that apply

☑ Revenues

☑ Indirect costs

☑ Access to capital

☑ Assets

☑ Liabilities

(5.3.2.2) Effect type

Select all that apply

☑ Risks

☑ Opportunities

(5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply

☑ Climate change

☑ Water

(5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

REVENUES: In 2024, the number of sustainable products and services offered was 32,403, generating revenues of TL 39 billion (USD 1,107,007,843), which accounted for 6.6% of the total revenues. INDIRECT COSTS: Our planning has been shaped by climate-related cost assessments. At Ford Otosan, we developed a low-carbon transition roadmap focused on: 1) analyzing risks and opportunities and creating action plans, 2) setting targets and strategies to achieve net-zero emissions by 2050, and 3) aligning with climate policies like the European Green Deal through compliance and partnerships. In line with our 'Future.Now' vision, we have set targets for 2030, 2035, and 2040 as follows: The financial impact of transitioning to Carbon Pricing Mechanisms, with potential policy and legal risks due to climate change in the future, cannot be quantified due to calculation uncertainties related to probability, timing, and impact. In the short term, uncertainties regarding our suppliers' partspecific emissions calculations, unavailability of a clear carbon reduction roadmap, inaccurate supplier reporting, and increased CBAM certification costs represent a risk. While the current financial impact is minimal, it may grow in the medium to long term as the regulation's scope expands. "The financial impact of potential chronic physical water stress risks from climate change cannot be precisely quantified due to uncertainties in probability, timing, and impact. However, short- and medium-term effects have been thoroughly analyzed. Water stress in regions where the Company and its suppliers operate may lead to reduced production capacity and disrupted supply shipments, resulting in financial impact. ACCESS TO CAPITAL: Locally and globally funded R&D and Horizon Europe

projects are carried out to explore, develop and launch various alternative fuel vehicle technologies such as electric, hybrid and fuel cell vehicles, an active member of the European Union's Horizon Europe Zero Emission Freight EcoSystem, a zero-emission logistics initiative. As part of the project, the first fuel cell electric (FCEV) F-MAX to run on hydrogen will be developed. ASSETS & LIABILITIES: With risk management, our primary objectives are to anticipate, manage, mitigate and monitor the risks that may potentially impact the company and to prepare action plans for risk and crisis management in advance.
[Add row]

(5.4) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's climate transition?

	Identification of spending/revenue that is aligned with your organization's climate transition
	Select from: ☑ No, but we plan to in the next two years

[Fixed row]

(5.5) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

(5.5.1) Investment in low-carbon R&D

Select from:
☑ Yes

(5.5.2) Comment

At Ford Otosan, we work to incorporate the impact of greenhouse gas emissions resulting from our activities into the decision-making processes when considering new investments and also toward the carbon neutrality across all operations along with products and services. Under our Future. Now vision, we disclosed our long-term sustainability targets in 2022 that will also contribute to our Net Zero commitment in alignment with the 1.5°C goal. As we make progress on our targets, we

encourage practices that address the entire value chain of Ford Otosan and prioritize cooperation with our stakeholders, starting with our suppliers. Digitalization and innovation are regarded as the most critical drivers and catalysts of the transformation in the automotive industry. Accordingly, we invest in clean production technologies by considering climate-related risks and opportunities to mitigate their impacts and adapt to evolving climate conditions, while also ramping up our energy transition focused electrification investments. Moreover, we enhanced resource efficiency in our Transit and Custom vehicles. Meanwhile, Ford Trucks – as a partner in an EU-funded project – started to develop a concept vehicle featuring fuel cell technology. Based on the materiality analysis, we categorized the material issues as very high priority and high priority. According to the results, climate change, occupational health and safety, vehicle carbon footprint/fuel efficiency, vehicle quality and safety, low-carbon production, electric vehicles and alternative fuels, and air quality were determined as the seven very high priority areas.
[Fixed row]

(5.5.8) Provide details of your organization's investments in low-carbon R&D for transport-related activities over the last three years.

Row 1

(5.5.8.1) Activity

Select all that apply
☑ Heavy Duty Vehicles (HDV)

(5.5.8.2) Technology area

Select from:
☑ Other, please specify :Electrification

(5.5.8.3) Stage of development in the reporting year

Select from:
☑ Large scale commercial deployment

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

Ford Otosan embraces a comprehensive sustainability approach to reduce the environmental impact of its products by developing sustainable vehicles, eco-friendly modes of transport that minimize environmental harm through lower emissions, reduced energy use, and reliance on alternative power sources like electricity,

hydrogen, or biofuels, thereby promoting energy efficiency and a smaller carbon footprint compared to conventional vehicles. Serving as a key milestone in our electrification efforts, we unveiled our first 100% electric truck at the International Commercial Vehicles (IAA) exhibition, marking a significant advancement in Türkiye's transition to electric mobility. Our journey began with the production of PHEV (Plug-in Hybrid) commercial vehicles and progressed notably with the 2022 launch of the E-Transit -Europe's most powerful all-electric van coming straight off the production line. Building on this success, we introduced the Courier BEV, Puma BEV, Ford E-Transit, and E-Custom models, steadily expanding our electric vehicle portfolio. Our sustainable product definition is based on the European Parliament and Council's definition. According to the EU Regulation governing CO2 emission standards for passenger and light commercial vehicles, a low-emission vehicle is defined as a vehicle with exhaust emissions between 0 and 50g CO2/km. For each gram of CO_2 emissions per ton-kilometer (g/tkm) exceeding the 2025 European Union CO_2 target, there is a risk of incurring a penalty of €4,250 per vehicle sold in EU countries. The period during which the target will be assessed and the penalty will apply covers July 2025 to July 2026, which corresponds to the 2025 VECTO reporting year. To meet fleet CO_2 emission targets in Europe for 2025 and beyond, the company has developed two major projects expected to positively impact the fuel efficiency competitiveness of diesel trucks and play a significant role in preparing the company for the transition to zero-emission vehicles. The company continues its technical preparations and investments for the transition to EURO 7 emission standards.
[Add row]

(5.10) Does your organization use an internal price on environmental externalities?

	Use of internal pricing of environmental externalities	Environmental externality priced
	Select from: ☑ Yes	*Select all that apply* ☑ Carbon

[Fixed row]

(5.10.1) Provide details of your organization's internal price on carbon.

Row 1

(5.10.1.1) Type of pricing scheme

Select from:
☑ Shadow price

(5.10.1.2) Objectives for implementing internal price

Select all that apply

☑ Setting and/or achieving of climate-related policies and targets

(5.10.1.3) Factors considered when determining the price

Select all that apply

☑ Alignment with the price of allowances under an Emissions Trading Scheme

☑ Cost of required measures to achieve climate-related targets

☑ Price with substantive impact on business decisions

☑ Scenario analysis

(5.10.1.4) Calculation methodology and assumptions made in determining the price

The lowest average carbon price risk for Ford Otosan's operating locations is 61.3 $/ton CO2 for the year of 2025. We actively monitor carbon tax regulations and have implemented internal carbon pricing within the company. Working with external consultants, we assessed the financial risk implications of this internal pricing model. For 2024, we set the internal carbon price at USD 61.3 per ton of CO2, based on the dynamics of the previous year's EU ETS. To strengthen climate-conscious decision-making, we are working to integrate carbon impact more visibly into investment evaluations and aim to embed carbon pricing into our CAPEX purchasing system. In the initial phase, this integration will focus on operational investments, with plans to expand into the supply chain and other scopes. Currently, we reflect the total cost of emissions to our suppliers through internal carbon pricing mechanisms. The Price was estimated by Bloomberg NEF for 2025 alongside the IES's NZE, APS and STEPS Scenarios to evaluate policy and market risk.

(5.10.1.5) Scopes covered

Select all that apply

☑ Scope 1

☑ Scope 2

☑ Scope 3, other (upstream)

☑ Scope 3, other (downstream)

(5.10.1.6) Pricing approach used – spatial variance

Select from:

☑ Uniform

(5.10.1.8) Pricing approach used – temporal variance

Select from:

☑ Static

(5.10.1.10) Minimum actual price used (currency per metric ton CO2e)

61.3

(5.10.1.11) Maximum actual price used (currency per metric ton CO2e)

61.3

(5.10.1.12) Business decision-making processes the internal price is applied to

Select all that apply

☑ Operations

☑ Opportunity management

☑ Value chain engagement

(5.10.1.13) Internal price is mandatory within business decision-making processes

Select from:

☑ Yes, for some decision-making processes, please specify :Operations, Opportunity management, Value chain engagement

(5.10.1.14) % total emissions in the reporting year in selected scopes this internal price covers

100

(5.10.1.15) Pricing approach is monitored and evaluated to achieve objectives

Select from:

☑ Yes

(5.10.1.16) Details of how the pricing approach is monitored and evaluated to achieve your objectives

Turkey is in the process of establishing a carbon pricing mechanism, most likely an emissions trading scheme that we try to make the best estimation by applying an internal price on carbon before the establishment of this new system. Ford Otosan considers voluntary market average price as part of an internal goal to offset the Scope 2 emissions. The financial impact of this voluntary activity is low, it will not impact our business. We procure renewable energy directly to meet the energy efficiency and greenhouse gas emission reduction targets. Scope 1 and Scope 2 greenhouse gas emissions are calculated regularly, assured by an independent third party in accordance with ISO 14064-1 and disclosed to the public. Similarly, energy consumption data is reported by "renewable/ non-renewable" energy categories to meet the expectations of international sustainability indices. https://www.fordotosan.com.tr/en/sustainability/society-and-environment
[Add row]

(5.11) Do you engage with your value chain on environmental issues?

	Engaging with this stakeholder on environmental issues	Environmental issues covered
Suppliers	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change ☑ Water
Customers	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change ☑ Water
Investors and shareholders	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change ☑ Water
Other value chain stakeholders	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change ☑ Water

[Fixed row]

(5.11.1) Does your organization assess and classify suppliers according to their dependencies and/or impacts on the environment?

Climate change

(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:

☑ Yes, we assess the dependencies and/or impacts of our suppliers

(5.11.1.2) Criteria for assessing supplier dependencies and/or impacts on the environment

Select all that apply

☑ Contribution to supplier-related Scope 3 emissions

(5.11.1.3) % Tier 1 suppliers assessed

Select from:

☑ 26-50%

(5.11.1.4) Define a threshold for classifying suppliers as having substantive dependencies and/or impacts on the environment

Our supplier categorization has been updated. According to this, suppliers have been classified as follows; • Critical Suppliers are those with high business relevance that directly impact production, supply high-volume or hard-to-replace products/services, and represent at least 80% of total procurement spend. • Significant Suppliers are those identified as having significant business relevance to the company, substantial risks of negative ESG impacts, or a combination of both.

(5.11.1.5) % Tier 1 suppliers meeting the threshold for substantive dependencies and/or impacts on the environment

Select from:

☑ 51-75%

(5.11.1.6) Number of Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

145

Water

(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:

☑ Yes, we assess the dependencies and/or impacts of our suppliers

(5.11.1.2) Criteria for assessing supplier dependencies and/or impacts on the environment

Select all that apply

☑ Basin/landscape condition

☑ Dependence on water

(5.11.1.3) % Tier 1 suppliers assessed

Select from:

☑ 26-50%

(5.11.1.4) Define a threshold for classifying suppliers as having substantive dependencies and/or impacts on the environment

Our supplier categorization has been updated. According to this, suppliers have been classified as follows; • Critical Suppliers are those with high business relevance that directly impact production, supply high-volume or hard-to-replace products/services, and represent at least 80% of total procurement spend. • Significant Suppliers are those identified as having significant business relevance to the company, substantial risks of negative ESG impacts, or a combination of both.

(5.11.1.5) % Tier 1 suppliers meeting the threshold for substantive dependencies and/or impacts on the environment

Select from:

☑ 51-75%

(5.11.1.6) Number of Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

145

[Fixed row]

(5.11.2) Does your organization prioritize which suppliers to engage with on environmental issues?

Climate change

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

☑ Yes, we prioritize which suppliers to engage with on this environmental issue

(5.11.2.2) Criteria informing which suppliers are prioritized for engagement on this environmental issue

Select all that apply

☑ In line with the criteria used to classify suppliers as having substantive dependencies and/or impacts relating to climate change

☑ Strategic status of suppliers

☑ Supplier performance improvement

(5.11.2.4) Please explain

In 2024, we reevaluated the sustainability assessment results of suppliers conducted in previous year's study yet still valid for the current reporting period. Based on this reevaluation, out of 238 suppliers, evaluated based on environmental, social, and governance criteria, 49 have been categorized as critical suppliers. As part of our Supplier Sustainability Capacity Development Program, we regularly engage with our suppliers, encourage the sharing of best practices, and monitor the implementation of action plans aligned with our sustainability roadmap. We aim to accelerate transformation by placing a particular focus on our critical suppliers. As of 2024, we began organizing Supplier Sustainability Committee meetings with critical suppliers. These meetings serve as a platform to evaluate action plans, share best practices, and offer targeted training led by subject matter experts. In addition, sustainability webinars held throughout the year support the broader development of our local suppliers. Based on the feedback received after each training and meeting, the content is continuously updated to ensure active participation from our suppliers in the process.

Water

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

☑ Yes, we prioritize which suppliers to engage with on this environmental issue

(5.11.2.2) Criteria informing which suppliers are prioritized for engagement on this environmental issue

Select all that apply

☑ In line with the criteria used to classify suppliers as having substantive dependencies and/or impacts relating to water

☑ Strategic status of suppliers

☑ Supplier performance improvement

(5.11.2.4) Please explain

As part of the Supplier Sustainability Assessment and Development Program, we provide information on our suppliers' water withdrawal and discharge quantities, targets, awareness of water stress, and policies. Through the Environmental Data Monitoring Form, we collect water management data from suppliers, including the following: breakdowns of the amount of water drawn, discharge point breakdowns, reduction targets and amount of water consumed.
[Fixed row]

(5.11.5) Do your suppliers have to meet environmental requirements as part of your organization's purchasing process?

Climate change

(5.11.5.1) Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process

Select from:

☑ Yes, environmental requirements related to this environmental issue are included in our supplier contracts

(5.11.5.2) Policy in place for addressing supplier non-compliance

Select from:

☑ Yes, we have a policy in place for addressing non-compliance

(5.11.5.3) Comment

Ford Otosan expects its Business Partners to make every effort to protect and preserve the environment. In this respect, Ford Otosan encourages its Business Partners to: - Comply with all applicable environmental laws and regulations including Ford Otosan's Environmental and Energy Policy. - Continuously improve their environmental performance and reduce their environmental impact to address climate change, water management, waste management and protection of biodiversity. - Have effective monitoring systems and procedures in place against industrial accidents and other emergency situations. - Encourage their Business Partners and third parties to improve their environmental performance. Ford Otosan Supply Chain Compliance Policy https://www.fordotosan.com.tr/documents/Kurumsal_Politikalar/ford-otosan-supply-chain-compliance-policy.pdf

Water

(5.11.5.1) Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process

Select from:

☑ Yes, environmental requirements related to this environmental issue are included in our supplier contracts

(5.11.5.2) Policy in place for addressing supplier non-compliance

Select from:

☑ Yes, we have a policy in place for addressing non-compliance

(5.11.5.3) Comment

Ford Otosan expects its Business Partners to make every effort to protect and preserve the environment. In this respect, Ford Otosan encourages its Business Partners to: - Comply with all applicable environmental laws and regulations including Ford Otosan's Environmental and Energy Policy. - Continuously improve their environmental performance and reduce their environmental impact to address climate change, water management, waste management and protection of biodiversity. - Have effective monitoring systems and procedures in place against industrial accidents and other emergency situations. - Encourage their Business Partners and third parties to improve their environmental performance. Ford Otosan Supply Chain Compliance Policy https://www.fordotosan.com.tr/documents/Kurumsal_Politikalar/ford-otosan-supply-chain-compliance-policy.pdf
[Fixed row]

(5.11.6) Provide details of the environmental requirements that suppliers have to meet as part of your organization's purchasing process, and the compliance measures in place.

Climate change

(5.11.6.1) Environmental requirement

Select from:

☑ Compliance with an environmental certification, please specify :ISO 14001 Environmental Management System Requirements

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☑ Certification

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☑ 100%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:

☑ 76-99%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:

☑ 100%

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:

☑ 26-50%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:

☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:

☑ 100%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

☑ Providing information on appropriate actions that can be taken to address non-compliance

(5.11.6.12) Comment

Suppliers are expected to operate in accordance with ISO 14001 requirements.

Water

(5.11.6.1) Environmental requirement

Select from:

☑ Setting and monitoring withdrawal reduction targets

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☑ Supplier self-assessment

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☑ 100%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:
☑ 76-99%

(5.11.6.5) % tier 1 suppliers with substantive environmental dependencies and/or impacts related to this environmental issue required to comply with this environmental requirement

Select from:
☑ 100%

(5.11.6.6) % tier 1 suppliers with substantive environmental dependencies and/or impacts related to this environmental issue that are in compliance with this environmental requirement

Select from:
☑ 26-50%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:
☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:
☑ 100%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply
☑ Providing information on appropriate actions that can be taken to address non-compliance

(5.11.6.12) Comment

As part of the Supplier Sustainability Assessment and Development Program, we collect information on our suppliers' water withdrawal and discharge quantities, targets, awareness of water stress, and policies.
[Add row]

(5.11.7) Provide further details of your organization’s supplier engagement on environmental issues.

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:

☑ Emissions reduction

(5.11.7.3) Type and details of engagement

Capacity building

☑ Provide training, support and best practices on how to measure GHG emissions

☑ Support suppliers to set their own environmental commitments across their operations

Information collection

☑ Collect GHG emissions data at least annually from suppliers

☑ Collect targets information at least annually from suppliers

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ 76-99%

(5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

☑ 26-50%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

At the Supplier Sustainability Workshop held in November 2023, we came together with our critical suppliers to define 6-month, 1-year, and 2-year ESG and supply chain goals. These targets include establishing ethics hotlines, creating sustainability governance models, appointing sustainability leads, and initiating CDP reporting. As part of our Supplier Sustainability Capacity Development Program, we regularly engage with our suppliers, encourage the sharing of best practices, and monitor the implementation of action plans aligned with our sustainability roadmap. We aim to accelerate transformation by placing a particular focus on our critical suppliers. As of 2024, we began organizing Supplier Sustainability Committee meetings with critical suppliers. These meetings serve as a platform to evaluate action plans, share best practices, and offer targeted training led by subject matter experts. In addition, sustainability webinars held throughout the year support the broader development of our local suppliers. Based on the feedback received after each training and meeting, the content is continuously updated to ensure active participation from our suppliers in the process. To increase internal awareness, we regularly provide sustainability training to teams reporting to supply chain leadership.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☑ Yes, please specify the environmental requirement :To calculate and report scope 1 and scope 2 emissions.

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☑ Yes

Water

(5.11.7.2) Action driven by supplier engagement

Select from:

☑ Total water withdrawal volumes reduction

(5.11.7.3) Type and details of engagement

Capacity building

☑ Support suppliers to set their own environmental commitments across their operations

Information collection

☑ Collect targets information at least annually from suppliers

☑ Collect water quality information at least annually from suppliers (e.g., discharge quality, pollution incidents, hazardous substances)

☑ Collect water quantity information at least annually from suppliers (e.g., withdrawal and discharge volumes)

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ 51-75%

(5.11.7.7) % tier 1 suppliers with substantive impacts and/or dependencies related to this environmental issue covered by engagement

Select from:

☑ 1-25%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

At the Supplier Sustainability Workshop held in November 2023, we came together with our critical suppliers to define 6-month, 1-year, and 2-year ESG and supply chain goals. These targets include establishing ethics hotlines, creating sustainability governance models, appointing sustainability leads, and initiating CDP reporting. As part of our Supplier Sustainability Capacity Development Program, we regularly engage with our suppliers, encourage the sharing of best practices, and monitor the implementation of action plans aligned with our sustainability roadmap. We aim to accelerate transformation by placing a particular focus on our critical suppliers. As of 2024, we began organizing Supplier Sustainability Committee meetings with critical suppliers. These meetings serve as a platform to evaluate action plans, share best practices, and offer targeted training led by subject matter experts. In addition, sustainability webinars held throughout the year support the broader development of our local suppliers. Based on the feedback received after each training and meeting, the content is continuously updated to ensure active participation from our suppliers in the process. To increase internal awareness, we regularly provide sustainability training to teams reporting to supply chain leadership.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:
☑ Yes, please specify the environmental requirement :To report water withdrawn

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:
☑ Yes
[Add row]

(5.11.9) Provide details of any environmental engagement activity with other stakeholders in the value chain.

Climate change

(5.11.9.1) Type of stakeholder

Select from:
☑ Customers

(5.11.9.2) Type and details of engagement

Education/Information sharing
☑ Run an engagement campaign to educate stakeholders about the environmental impacts about your products, goods and/or services
☑ Share information about your products and relevant certification schemes
☑ Share information on environmental initiatives, progress and achievements

(5.11.9.3) % of stakeholder type engaged

Select from:
☑ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ 1-25%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

At Ford Otosan, we continued our efforts in 2024 to strengthen our collaboration with dealers, a key stakeholder group in our value chain, with the goal of fostering a sustainable ecosystem. We are committed to supporting our dealers as an integral part of our ecosystem on their sustainability-focused transformation. In 2024, we conducted an online survey to assess dealers' awareness of sustainability-related topics, including ethics, human rights, governance, diversity and inclusion, and environmental responsibility. Based on the findings, we presented recommendations for improvement at the Dealer Council and gathered feedback on their needs and expectations. At the Sustainability Summit organized for our dealers, we shared insights on water efficiency, energy management, renewable energy financing, and promoting women's employment in STEM fields. As another part of this commitment, we took significant steps to enhance dealer culture, sustainability, digitalization, and education. Through the Sendeyiz Cultural Ambassadors Program, launched in 2022, we engaged with sales and after-sales managers from our dealer network. In 2024, our focus was on building a strong communication culture, fostering teamwork, and reinforcing cooperation, ensuring that our dealer network thrives within a culture of shared values and collaboration.

(5.11.9.6) Effect of engagement and measures of success

To support the sustainability-focused transformation of our dealers, we completed the installation of Solar Power Plants (SPPs) at 23 additional dealer locations in 2024. We plan to continue promoting this transformation through awareness initiatives and pilot applications across other dealerships. As part of our efforts to reduce the carbon footprint of facilities, we achieved energy savings of 20% through glass façade applications and 80% through the use of LED lighting. Additionally, we completed the installation of electric vehicle infrastructure and commissioned EV charging stations at all dealerships. In 2024, we extended a total of TL 16 million in incentives to our dealers through our women leaders incentive program.

Water

(5.11.9.1) Type of stakeholder

Select from:

☑ Investors and shareholders

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Share information about your products and relevant certification schemes

Other

☑ Other, please specify :Conducting Materiality Analysis

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 1-25%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

We carry out joint activities and engage in partnerships with key stakeholder groups, including investors, employees, suppliers, dealers, public institutions, NGOs and international organizations to create value in social, environmental and industrial areas. In addition to collaborating with our stakeholders, we also involve our dealers and suppliers in the corporate social responsibility projects as part of our social investments. As a result of the materiality studies, we categorized our stakeholders into five groups and analyzed their priorities and expectations from Ford Otosan. At Ford Otosan, we recognize the importance of forging solid relationships with our stakeholders who are directly affected by our activities and contributing to their lives. Therefore, we effectively engage with our shareholders, investors and analysts, employees, customers, suppliers, dealers and business partners

(5.11.9.6) Effect of engagement and measures of success

We constantly engage with the stakeholders to raise awareness about responsible water consumption and to involve them in conserving and recycling water resources.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Investors and shareholders

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Share information on environmental initiatives, progress and achievements

Other

☑ Other, please specify :Conducting Materiality Analysis

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 1-25%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ None

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

Starting with the 2023 fiscal year, we introduce our Integrated Annual Report, a comprehensive undertaking aimed at better communicating Ford Otosan's value creation efforts from short-, medium-, and long-term perspectives. By combining financial, social, and environmental data, this holistic approach enables the Board of Directors to gain deeper insights into our activities, while facilitating collaborations. Moreover, it enhances transparency for our investors, strengthens relationships within our supply chain and fosters social engagement.

(5.11.9.6) Effect of engagement and measures of success

As of year-end, Ford Otosan became the fifth most valuable company on BIST with a market cap of USD 8.8 billion. This accomplishment was underpinned by our stock's impressive annual growth of 45%, outperforming the BIST-100 index by 13 points, while foreign investors accounted for 40% of the free float. Through our robust Investor Relations program, characterized by effective communication and a proactive approach, we engaged with over 350 investors and analysts online and inperson during local and international events, including 10 conferences and roadshows. During these interactions, we provided updates on our strategic, financial, operational, and sustainability performance. At Ford Otosan, we are dedicated to following the global standards in investor relations to consistently create higher value for our shareholders. We are listed in several national and international sustainability indices that allow our environmental, social and corporate governance efforts to be visible to existing and potential investors and stakeholders. With the sustainability work gaining momentum and thanks to our transparent and consistent reporting, we are also traded on the Borsa Istanbul Sustainability Index, Borsa Istanbul Sustainability 25 Index, Borsa Istanbul Corporate Governance Index, and FTSE4Good Emerging Markets Index.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Other value chain stakeholder, please specify :NGOs, analysts, and business partners

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Educate and work with stakeholders on understanding and measuring exposure to environmental risks

☑ Share information on environmental initiatives, progress and achievements

Other

☑ Other, please specify :Conducting Materiality Analysis

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 26-50%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ 26-50%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

We carry out joint activities and engage in business associates and universities. Ford Otosan chairs the Automotive Manufacturers Association (OSD) Technical Legislation Committee, which convenes monthly to draft national technical legislation aligned with EU regulations. In 2024, the committee evaluated developments in international regulations such as general safety, type approval frameworks, vehicle registration, highway traffic, alternative fuel infrastructure, and environmental regulations. It also contributed insights to NGOs like OICA and ACEA and coordinated with public institutions to reflect shared industry opinions in policymaking. In the 2023-2024 fall and spring semesters at the Environmental Engineering Department of Eskişehir Technical University, the National and International Environmental Legislation (ÇEV321) course was taught by environmental engineers from our Eskişehir Plant. ÇEV321, offering the students an opportunity to learn environmental legislation with practical information from the automotive industry, has been a required course since 2021.

(5.11.9.6) Effect of engagement and measures of success

We set the targets we wanted to achieve in terms of climate change, waste and circular economy, water, diversity and inclusion, and community to lead the automotive industry and improve performance across the Ford Otosan ecosystem. In line with our slogan – "Future. Now" - we are moving forward with firm and confident steps together with our stakeholders to achieve these targets.

Water

(5.11.9.1) Type of stakeholder

Select from:

☑ Customers

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Educate and work with stakeholders on understanding and measuring exposure to environmental risks

☑ Run an engagement campaign to educate stakeholders about the environmental impacts about your products, goods and/or services

☑ Share information about your products and relevant certification schemes

☑ Share information on environmental initiatives, progress and achievements

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 100%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

At Ford Otosan, we continued our efforts in 2024 to strengthen our collaboration with dealers, a key stakeholder group in our value chain, with the goal of fostering a sustainable ecosystem. We are committed to supporting our dealers as an integral part of our ecosystem on their sustainability-focused transformation. In 2024, we conducted an online survey to assess dealers' awareness of sustainability-related topics, including ethics, human rights, governance, diversity and inclusion, and environmental responsibility. Based on the findings, we presented recommendations for improvement at the Dealer Council and gathered feedback on their needs and expectations. At the Sustainability Summit organized for our dealers, we shared insights on water efficiency, energy management, renewable energy financing, and promoting women's employment in STEM fields. As another part of this commitment, we took significant steps to enhance dealer culture, sustainability, digitalization, and education. Through the Sendeyiz Cultural Ambassadors Program, launched in 2022, we engaged with sales and after-sales managers from our dealer network. In 2024, our focus was on building a strong communication culture, fostering teamwork, and reinforcing cooperation, ensuring that our dealer network thrives within a culture of shared values and collaboration.

(5.11.9.6) Effect of engagement and measures of success

To support the sustainability-focused transformation of our dealers, we completed the installation of Solar Power Plants (SPPs) at 23 additional dealer locations in 2024. We plan to continue promoting this transformation through awareness initiatives and pilot applications across other dealerships. As part of our efforts to reduce the carbon footprint of facilities, we achieved energy savings of 20% through glass façade applications and 80% through the use of LED lighting. Additionally, we completed the installation of electric vehicle infrastructure and commissioned EV charging stations at all dealerships. In 2024, we extended a total of TL 16 million in incentives to our dealers through our women leaders incentive program.

Water

(5.11.9.1) Type of stakeholder

Select from:

☑ Other value chain stakeholder, please specify :NGOs, Universities, Business partners

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Educate and work with stakeholders on understanding and measuring exposure to environmental risks

☑ Share information on environmental initiatives, progress and achievements

Other

☑ Other, please specify :Conducting Materiality Analysis

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 26-50%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

We carry out joint activities and engage in business associates and universities. Ford Otosan chairs the Automotive Manufacturers Association (OSD) Technical Legislation Committee, which convenes monthly to draft national technical legislation aligned with EU regulations. In 2024, the committee evaluated developments in international regulations such as general safety, type approval frameworks, vehicle registration, highway traffic, alternative fuel infrastructure, and environmental regulations. It also contributed insights to NGOs like OICA and ACEA and coordinated with public institutions to reflect shared industry opinions in policymaking. In

the 2023-2024 fall and spring semesters at the Environmental Engineering Department of Eskişehir Technical University, the National and International Environmental Legislation (ÇEV321) course was taught by environmental engineers from our Eskişehir Plant. ÇEV321, offering the students an opportunity to learn environmental legislation with practical information from the automotive industry, has been a required course since 2021.

(5.11.9.6) Effect of engagement and measures of success

We set the targets we wanted to achieve in terms of climate change, waste and circular economy, water, diversity and inclusion, and community to lead the automotive industry and improve performance across the Ford Otosan ecosystem. In line with our slogan – "Future. Now" - we are moving forward with firm and confident steps together with our stakeholders to achieve these targets. We are committed to supporting long-term projects through collaborations to develop solutions for the conservation of water resources, tackling droughts and joining forces for efficient use of water.
[Add row]

C6. Environmental Performance - Consolidation Approach

(6.1) Provide details on your chosen consolidation approach for the calculation of environmental performance data.

Climate change

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

Ford Otosan adopted a calculation method based on "Greenhouse gas activity data multiplied by greenhouse gas emission or removal factors" as a methodology for determining the amount of greenhouse gases consisting of determined greenhouse gas sources. Ford Otosan has decided that operation control approach is the calculation methodology that will provide the most accurate, consistent and appropriate results in the current situation. With the energy management system planned to be implemented at the facility, it is aimed to obtain and monitor facility-specific data and to use more effective measurement and calculation methods in the calculation of greenhouse gases. Accordingly, the sources based on the calculation method are the 2006 IPCC Guidelines for National Greenhouse Gas Inventories and the AR6 2022 IPCC guidelines for KIPs.

Water

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

In the consolidation approach, the operational control method has been selected. This ensures that water data is collected from all locations where Ford Otosan has operational control. The operational control approach focuses on areas where the company has direct authority over operational decisions, enabling accurate and comprehensive reporting of water usage and management.

Plastics

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

In the consolidation approach, the operational control method has been selected. This ensures that data related to plastic usage is collected from all locations where Ford Otosan has operational control. The operational control approach focuses on areas where the company has direct authority over operational decisions, enabling accurate and comprehensive reporting of plastic-related data.

Biodiversity

(6.1.1) Consolidation approach used

Select from:

☑ Operational control

(6.1.2) Provide the rationale for the choice of consolidation approach

In the consolidation approach, the operational control method has been selected. This ensures that biodiversity-related data is collected from all locations where Ford Otosan has operational control. The operational control approach focuses on areas where the company has direct authority over operational decisions, enabling accurate and comprehensive reporting on biodiversity impacts and conservation efforts.
[Fixed row]

C7. Environmental performance - Climate Change

(7.1) Is this your first year of reporting emissions data to CDP?

Select from:
☑ No

(7.1.1) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data?

	Has there been a structural change?
	Select all that apply ☑ No

[Fixed row]

(7.1.2) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

	Change(s) in methodology, boundary, and/or reporting year definition?
	Select all that apply ☑ No

[Fixed row]

(7.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

Select all that apply

☑ Defra Environmental Reporting Guidelines: Including streamlined energy and carbon reporting guidance, 2019

☑ 2019 Refinement to the 2006 IPCC Guidelines for National Greenhouse Gas Inventories

☑ The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

☑ The Greenhouse Gas Protocol: Scope 2 Guidance

☑ The Greenhouse Gas Protocol: Corporate Value Chain (Scope 3) Standard

(7.3) Describe your organization’s approach to reporting Scope 2 emissions.

(7.3.1) Scope 2, location-based

Select from:

☑ We are reporting a Scope 2, location-based figure

(7.3.2) Scope 2, market-based

Select from:

☑ We are reporting a Scope 2, market-based figure

(7.3.3) Comment

As Ford Otosan, we report our Scope 2 emissions as both location-based and market-based. Both location-based and market-based emissions include the emissions from Craiova Plant.
[Fixed row]

(7.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure?

Select from:

☑ No

(7.5) Provide your base year and base year emissions.

Scope 1

(7.5.1) Base year end

12/31/2017

(7.5.2) Base year emissions (metric tons CO2e)

115705.28

(7.5.3) Methodological details

In previous years, our base year was 2009. However, following the SBTI target we established in 2021, we updated our base year to 2017 for the current reporting period. The base year emissions now include data from the Craiova Plant. In 2017, total Scope 1 emissions, including those from Craiova, were 115,705.28 tCO2e.

Scope 2 (location-based)

(7.5.1) Base year end

12/31/2017

(7.5.2) Base year emissions (metric tons CO2e)

136282.91

(7.5.3) Methodological details

Previously, our base year was 2009. In accordance with the Science Based Targets initiative (SBTi) target established in 2021, we have revised our base year to 2017 for the current reporting period. This revision now includes emissions data from the Craiova Plant. Accordingly, in 2017, the total Scope 2 (location-based) emissions, including those from the Craiova Plant, were 136,282.91 tCO2e.

Scope 2 (market-based)

(7.5.1) Base year end

12/31/2017

(7.5.2) Base year emissions (metric tons CO2e)

131255

(7.5.3) Methodological details

The base year emissions have been revised to incorporate data from the Craiova Plant. In 2017, the total Scope 2 (market-based) emissions, including those from Craiova, were 131,255 tCO2e.

Scope 3 category 1: Purchased goods and services

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

6124173.02

(7.5.3) Methodological details

Previously, our base year was 2017. However, it has now been updated to 2021 to reflect the use of more accurate data for calculating Scope 3 emissions. The revised base year emissions also account for the inclusion of the Craiova Plant. For the base year 2021, Scope 3 Category 1 (Purchased Goods and Services) emissions totaled 6,124,173.02 tCO2e.

Scope 3 category 2: Capital goods

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

147634.67

(7.5.3) Methodological details

Previously, our base year was 2017. It has now been revised to 2021 to incorporate more accurate data for Scope 3 calculations. The updated base year emissions also include data from the Craiova Plant. In the revised base year of 2021, Scope 3 Category 2 (Capital Goods) emissions were 147,634.67 tCO2e.

Scope 3 category 3: Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

41503.4

(7.5.3) Methodological details

Previously, our base year was 2017. It has now been updated to 2021 to utilize more accurate data for Scope 3 calculations. The revised base year emissions also include data from the Craiova Plant. For the base year 2021, emissions from Scope 3 Category 3 (Fuel-and-Energy-Related Activities) were 41,503.40 tCO2e.

Scope 3 category 4: Upstream transportation and distribution

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

169287.87

(7.5.3) Methodological details

Previously, our base year was 2017. It has now been updated to 2021 to incorporate more accurate data for Scope 3 calculations. The revised base year emissions also account for the inclusion of the Craiova Plant. For the base year 2021, emissions from Scope 3 Category 4 (Upstream Transportation and Distribution) totaled 169,287.87 tCO2e.

Scope 3 category 5: Waste generated in operations

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

2781.51

(7.5.3) Methodological details

Previously, our base year was 2017. It has been revised to 2021 to utilize more accurate data for Scope 3 calculations. The updated base year emissions now include data from the Craiova Plant. For the base year 2021, emissions from Scope 3 Category 5 (Waste Generated in Operations) totaled 2,781.51 tCO2e.

Scope 3 category 6: Business travel

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

190.64

(7.5.3) Methodological details

Previously, our base year was 2017. It has now been updated to 2021 to incorporate more accurate data for Scope 3 calculations. The revised base year emissions also account for the Craiova Plant. For the base year 2021, emissions from Scope 3 Category 6 (Business Travel) were 190.64 tCO2e.

Scope 3 category 7: Employee commuting

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

5073.44

(7.5.3) Methodological details

Previously, our base year was 2017. It has now been updated to 2021 to incorporate more precise data for Scope 3 calculations. The revised base year emissions also include data from the Craiova Plant. For the base year 2021, emissions from Scope 3 Category 7—Employee Commuting—totaled 5,073.44 tCO2e.

Scope 3 category 8: Upstream leased assets

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

0.0

(7.5.3) Methodological details

In 2021, our company does not have data available for upstream leased assets.

Scope 3 category 9: Downstream transportation and distribution

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

174862.73

(7.5.3) Methodological details

Previously, our base year was 2017. It has now been updated to 2021 to reflect more accurate data for Scope 3 calculations. The revised base year emissions also include data from the Craiova Plant. For the base year 2021, emissions from Scope 3 Category 9 (Downstream Transportation and Distribution) totaled 174,862.73 tCO2e.

Scope 3 category 10: Processing of sold products

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

0.0

(7.5.3) Methodological details

In 2021, our company does not have data for the processing of sold products. For the SBTi target-setting study, we treated produced engines as assembled cars. This approach has been reflected in our emissions calculations under Category 11: Use of Sold Products.

Scope 3 category 11: Use of sold products

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

82510248.15

(7.5.3) Methodological details

Previously, our base year was 2017. It has now been revised to 2021 to incorporate more accurate data for Scope 3 calculations. The updated base year emissions also account for the Craiova Plant. For the base year 2021, emissions from Scope 3 Category 11 (Use of Sold Products) totaled 82,510,248.15 tCO2e.

Scope 3 category 12: End of life treatment of sold products

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

471846.38

(7.5.3) Methodological details

Previously, our base year was 2017. It has now been revised to 2021 to incorporate more precise data for Scope 3 calculations. The revised base year emissions also include data from the Craiova Plant. For the base year 2021, emissions from Scope 3 Category 12 (End-of-Life Treatment of Sold Products) totaled 471,846.38 tCO2e.

Scope 3 category 13: Downstream leased assets

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

0.0

(7.5.3) Methodological details

In 2021, our company does not have data for downstream leased assets. The base year emissions have been revised to include data from the Craiova Plant.

Scope 3 category 14: Franchises

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

0.0

(7.5.3) Methodological details

Emissions related to Ford Otosan's franchises have been calculated. Since these emissions account for less than the 0.5% threshold set for Scope 3 emissions, these emissions have been excluded in the inventory.

Scope 3 category 15: Investments

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

15292.68

(7.5.3) Methodological details

Previously, the base year was 2017. It has now been updated to 2021 to incorporate more accurate data for Scope 3 calculations. According to the calculations, Scope 3 emissions from 'Investments' account for less than 0.5% of Ford Otosan's total emissions. The ownership stake of Ford Otosan (0.59%) is included in the calculation of Otokar's greenhouse gas emissions. For 2021, Otokar's emissions total 15,292.68 tCO2e. Consequently, Otokar's share of Ford Otosan's total emissions for 2021 is 0.02%.

Scope 3: Other (upstream)

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

0.0

(7.5.3) Methodological details

Our company does not have data for other upstream emissions for the base year 2021.

Scope 3: Other (downstream)

(7.5.1) Base year end

12/31/2021

(7.5.2) Base year emissions (metric tons CO2e)

0.0

(7.5.3) Methodological details

Our company does not have data for other downstream emissions for the base year 2021.
[Fixed row]

(7.6) What were your organization’s gross global Scope 1 emissions in metric tons CO2e?

Reporting year

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

129507

(7.6.3) Methodological details

Ford Otosan has adopted a methodology for calculating greenhouse gas emissions based on "greenhouse gas activity data multiplied by greenhouse gas emission or removal factors". This approach is used to determine the total amount of greenhouse gases from identified sources. The calculations are conducted in accordance

with the 2006 IPCC National Greenhouse Gas Inventories Guidelines and the 2021 IPCC 6th Assessment Report (AR6). In the reporting year, Scope 1 direct emissions include sources such as natural gas consumption, fuel consumption from company vehicles, fugitive emissions from refrigerant gases, VOCs and so on.
[Fixed row]

(7.7) What were your organization’s gross global Scope 2 emissions in metric tons CO2e?

Reporting year

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

234871

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e)

31886

(7.7.4) Methodological details

Ford Otosan has adopted a methodology for calculating greenhouse gas emissions based on "greenhouse gas activity data multiplied by greenhouse gas emission or removal factors". This approach is used to determine the total amount of greenhouse gases from identified sources. The calculations are conducted in accordance with the 2006 IPCC National Greenhouse Gas Inventories Guidelines and the 6th Assestment (AR6). In the reporting year, Scope 2 emissions encompass the company's electricity and heat consumption.
[Fixed row]

(7.8) Account for your organization’s gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

(7.8.1) Evaluation status

Select from:
☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

8454820

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

Write your answer here…Ford Otosan calculated all emissions from purchased goods through modeling for four vehicle lines, comprising three vehicle classes: B460 (LCV), V362 & V362 (MCV), and F-Max (HCV). Material information for the vehicles was obtained as raw data from IMDS. This data was refined and used in the calculations, taking into account vehicle weights and interior components. Materials are categorized under five headings: metals, plastics, liquids, electronics, and others. The material information was matched with the material information in the SimaPRO software used for analysis using the database details. In addition to the material and production method, the amount of CO2 generated due to logistics between Tier 2 and Tier 1 was also included in the calculations. Ford Otosan's calculations regarding purchased services were made by matching the purchased values with the relevant emission factors in the USEEIO model.

Capital goods

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

207799

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

Ford Otosan's calculations regarding purchased services were made by matching the purchased values with the relevant emission factors in the USEEIO model.

Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

84949

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

Fuel consumption data and electricity consumption data from Scope 1 and Scope 2 are used to calculate this category. Emission factors are obtained from the DEFRA emission factors database. The calculation methodology is based on the Greenhouse Gas Protocol Corporate Value Chain - Scope 3 Standard.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

229764

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Distance-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

For this category, specific transported weight data and specific transported distance data were obtained from each of Ford Otosan's transportation suppliers. Emission factors were obtained from the DEFRA emission factor database. The calculation methodology is based on the Greenhouse Gas Protocol Corporate Value Chain - Scope 3 Standard.

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

1215

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Waste-type-specific method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

This data is based on the calculation of the total hazardous and scrap waste procured by Ford Otosan and reported to the Ministry during the relevant reporting period, using DEFRA mission factors. This category includes solid waste management by specific disposal method.

Business travel

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

3135

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Distance-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

Flight distance data was multiplied by air travel emission factors. Emission factors were obtained from the DEFRA emission factor database. The calculation methodology is based on the Greenhouse Gas Protocol Corporate Value Chain - Scope 3 Standard.

Employee commuting

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

7461

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Distance-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

These data cover emissions from employee daily shuttle bus transportation (road). Distance traveled data was provided by the supplier. Employee commute data was multiplied by air travel emission factors. Emission factors were obtained from the DEFRA emission factor database. The calculation methodology is based on the Greenhouse Gas Protocol Corporate Value Chain - Scope 3 Standard.

Upstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

In 2024, Ford Otosan had no leased assets in upstream activities. Emissions from warehouses used before selling products have been calculated and since this is below the established threshold of 0.5% for Scope 3 emissions, it has been excluded (%0.01).

Downstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

258334

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Distance-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

For this category, specific transported weight data and specific transported distance data were obtained from a Ford Otosan customer. Emission factors were obtained from the DEFRA emission factor database. The calculation methodology is based on the Greenhouse Gas Protocol Corporate Value Chain - Scope 3 Standard.

Processing of sold products

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

6442

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

Emissions from processing of sold products were calculated as 6442 tCO2e in 2024.

Use of sold products

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

93167264

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Methodology for direct use phase emissions, please specify :CO2 emissions per kilometer and annual mileage data for all F-MAX HCV vehicles are calculated using real-world data from ConnecTruck over a one-year period (2023). A product lifespan of 10 years is assumed for all vehicles.

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

Total mileage was calculated for 10 years of use for vehicles sold, including F-MAX HCV, HCV, MCV, and LCV models. All mileage values were calculated by averaging the annual mileage data of existing customer vehicles from actual service data and assuming a 10-year lifespan for control models. Mileage data varies by vehicle model. Emissions for refrigerants were calculated assuming that the vehicles are recharged 1.5 times throughout their service life, with 80% of the recharge being R134A and 20% being 1234YF.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

614219

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Waste-type-specific method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

The emission factor data set is provided in Ecoinvent v3.6 as used vehicle disposal scenario data.

Downstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Maritime emissions from Yeniköy Port (Turkey) to Ford Europe were calculated by Ford Europe, which holds the leasing contract. To avoid double counting in downstream leased assets' emissions, this portion is excluded from Ford Otosan's Scope 3 emissions.

Franchises

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

7466

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

A calculation is made by multiplying the electricity and natural gas consumption of a dealer with a high square meter area with the square meter of other dealers.

Investments

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

31023

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Investment-specific method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

Ford Otosan's ownership (59%) of Otokar's greenhouse gas emissions is included in the emission calculation.

Other (upstream)

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

In 2024, Ford Otosan has no other (upstream) emissions beyond the categories listed above.

Other (downstream)

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

In 2024, Ford Otosan has no other (downstream) emissions beyond the categories listed above.
[Fixed row]

(7.9) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	*Select from:* ☑ Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	*Select from:* ☑ Third-party verification or assurance process in place
Scope 3	*Select from:* ☑ Third-party verification or assurance process in place

[Fixed row]

(7.9.1) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Row 1

(7.9.1.1) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.1.2) Status in the current reporting year

Select from:

☑ Complete

(7.9.1.3) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.1.4) Attach the statement

Ford Otosan EFR & TSRS Combined.pdf

(7.9.1.5) Page/section reference

In the attachment; both integrated report and TSRS-aligned sustainability report (similar to IFRS S1 and S2, mandatory regulation in Türkiye) can be seen. In this attachment; Integrated Report limited assurance opinion can be seen in pages between 393-395. In this opinion, both assurance standard and assured metrics included. Similar to IR, TSRS-Aligned Sustainability report limited assurance opinion can be seen in pages between 488-499 (59-60 in terms of TSRS report pages).

(7.9.1.6) Relevant standard

Select from:

☑ ISAE 3410

(7.9.1.7) Proportion of reported emissions verified (%)

100
[Add row]

(7.9.2) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Row 1

(7.9.2.1) Scope 2 approach

Select from:

☑ Scope 2 location-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.2.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.2.4) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.2.5) Attach the statement

Ford Otosan EFR & TSRS Combined.pdf

(7.9.2.6) Page/ section reference

In the attachment; both integrated report and TSRS-aligned sustainability report (similar to IFRS S1 and S2, mandatory regulation in Türkiye) can be seen. In this attachment; Integrated Report limited assurance opinion can be seen in pages between 393-395. In this opinion, both assurance standard and assured metrics included. Similar to IR, TSRS-Aligned Sustainability report limited assurance opinion can be seen in pages between 488-499 (59-60 in terms of TSRS report pages).

(7.9.2.7) Relevant standard

Select from:

☑ ISAE 3410

(7.9.2.8) Proportion of reported emissions verified (%)

100

Row 2

(7.9.2.1) Scope 2 approach

Select from:

☑ Scope 2 market-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.2.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.2.4) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.2.5) Attach the statement

Ford Otosan EFR & TSRS Combined.pdf

(7.9.2.6) Page/ section reference

In the attachment; both integrated report and TSRS-aligned sustainability report (similar to IFRS S1 and S2, mandatory regulation in Türkiye) can be seen. In this attachment; Integrated Report limited assurance opinion can be seen in pages between 393-395. In this opinion, both assurance standard and assured metrics included. Similar to IR, TSRS-Aligned Sustainability report limited assurance opinion can be seen in pages between 488-499 (59-60 in terms of TSRS report pages).

(7.9.2.7) Relevant standard

Select from:

☑ ISAE 3410

(7.9.2.8) Proportion of reported emissions verified (%)

100
[Add row]

(7.9.3) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

Row 1

(7.9.3.1) Scope 3 category

Select all that apply

☑ Scope 3: Franchises
☑ Scope 3: Investments
☑ Scope 3: Capital goods
☑ Scope 3: Business travel
☑ Scope 3: Employee commuting
☑ Scope 3: Upstream transportation and distribution
☑ Scope 3: Downstream transportation and distribution
☑ Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)
☑ Scope 3: Use of sold products
☑ Scope 3: Processing of sold products
☑ Scope 3: Purchased goods and services
☑ Scope 3: Waste generated in operations
☑ Scope 3: End-of-life treatment of sold products

(7.9.3.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.3.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.3.4) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.3.5) Attach the statement

Ford Otosan EFR & TSRS Combined.pdf

(7.9.3.6) Page/section reference

In the attachment; both integrated report and TSRS-aligned sustainability report (similar to IFRS S1 and S2, mandatory regulation in Türkiye) can be seen. In this attachment; Integrated Report limited assurance opinion can be seen in pages between 393-395. In this opinion, both assurance standard and assured metrics included. Similar to IR, TSRS-Aligned Sustainability report limited assurance opinion can be seen in pages between 488-499 (59-60 in terms of TSRS report pages).

(7.9.3.7) Relevant standard

Select from:

☑ ISAE 3410

(7.9.3.8) Proportion of reported emissions verified (%)

100
[Add row]

(7.10) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Select from:
☑ Decreased

(7.10.1) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

Change in renewable energy consumption

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

There is no change due to renewable energy consumption. In both year, indirect renewable energy consumption is 100%.

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO2e)

16100

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

3.28

(7.10.1.4) Please explain calculation

In 2024, Scope 1 emissions totaled 129,597 tons CO2e, compared to 131,791 tons CO2e in 2023. Scope 2 emissions decreased by 8.6%, from 34,900 tons CO2e in 2023 to 31,886 tons CO2e in 2024. In 2024, a total of 150 energy efficiency projects were implemented to support the SBTi target, resulting in TL 105,100,000 of savings and avoiding 16,100 tons of CO2e in greenhouse gas emissions. In line with the carbon and water management roadmap, Ford Otosan and its subsidiaries have implemented environmental and energy projects such as solar power plants, thermal walls, and energy efficiency projects using their own resources

Change in output

(7.10.1.1) Change in emissions (metric tons CO2e)

12019

(7.10.1.2) Direction of change in emissions

Select from:

☑ Increased

(7.10.1.3) Emissions value (percentage)

7.45

(7.10.1.4) Please explain calculation

The intensity figure in 2023 was 0.26 tonCO2e. per product. In 2024; the production have increased to 632683 compared to 2023, in which, was 589758. Due to this increase in production; the emissions have increased according to intensity value of 2023.

Other

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

There is no change due to other activities.
[Fixed row]

(7.10.2) Are your emissions performance calculations in 7.10 and 7.10.1 based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Select from:
☑ Market-based

(7.12) Are carbon dioxide emissions from biogenic carbon relevant to your organization?

Select from:
☑ Yes

(7.15) Does your organization break down its Scope 1 emissions by greenhouse gas type?

Select from:

☑ Yes

(7.15.1) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used global warming potential (GWP).

Row 1

(7.15.1.1) Greenhouse gas

Select from:
☑ CO2

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

119763

(7.15.1.3) GWP Reference

Select from:
☑ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 2

(7.15.1.1) Greenhouse gas

Select from:
☑ CH4

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

137

(7.15.1.3) GWP Reference

Select from:
☑ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 3

(7.15.1.1) Greenhouse gas

Select from:
☑ N2O

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

509

(7.15.1.3) GWP Reference

Select from:
☑ IPCC Sixth Assessment Report (AR6 - 100 year)

Row 4

(7.15.1.1) Greenhouse gas

Select from:
☑ HFCs

(7.15.1.2) Scope 1 emissions (metric tons of CO2e)

9098

(7.15.1.3) GWP Reference

Select from:
☑ IPCC Sixth Assessment Report (AR6 - 100 year)
[Add row]

(7.16) Break down your total gross global Scope 1 and 2 emissions by country/area.

	Scope 1 emissions (metric tons CO2e)	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Romania	*26657*	*80110*	*31866*
Turkey	*102850*	*154762*	*0*

[Fixed row]

(7.17) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

Select all that apply

☑ By facility

☑ By activity

(7.17.2) Break down your total gross global Scope 1 emissions by business facility.

Row 1

(7.17.2.1) Facility

Kocaeli Plant (Gölcük+Yeniköy)

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

79350

(7.17.2.3) Latitude

40.717352

(7.17.2.4) Longitude

29.851182

Row 2

(7.17.2.1) Facility

Eskişehir (old name Inönü) Plant

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

18499

(7.17.2.3) Latitude

39.842081

(7.17.2.4) Longitude

30.121566

Row 3

(7.17.2.1) Facility

Sancaktepe

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

4821

(7.17.2.3) Latitude

40.974679

(7.17.2.4) Longitude

29.23206

Row 4

(7.17.2.1) Facility

Craiova Plant (Romania)

(7.17.2.2) Scope 1 emissions (metric tons CO2e)

26657

(7.17.2.3) Latitude

44.29422

(7.17.2.4) Longitude

23.84549
[Add row]

(7.17.3) Break down your total gross global Scope 1 emissions by business activity.

Row 1

(7.17.3.1) Activity

Stationary Combustion

(7.17.3.2) Scope 1 emissions (metric tons CO2e)

92501.93

Row 2

(7.17.3.1) Activity

Mobile Combustion

(7.17.3.2) Scope 1 emissions (metric tons CO2e)

25085.81

Row 3

(7.17.3.1) Activity

Process Oils

(7.17.3.2) Scope 1 emissions (metric tons CO2e)

102.33

Row 4

(7.17.3.1) Activity

VOCs

(7.17.3.2) Scope 1 emissions (metric tons CO2e)

2705.11

Row 5

(7.17.3.1) Activity

Welding Process & Fire Extinguishers

(7.17.3.2) Scope 1 emissions (metric tons CO2e)

14.07

Row 6

(7.17.3.1) Activity

Mobile Air Conditioning

(7.17.3.2) Scope 1 emissions (metric tons CO2e)

3928.9

Row 7

(7.17.3.1) Activity

Stationary Refrigerants

(7.17.3.2) Scope 1 emissions (metric tons CO2e)

5168.84
[Add row]

(7.19) Break down your organization’s total gross global Scope 1 emissions by sector production activity in metric tons CO2e.

	Gross Scope 1 emissions, metric tons CO2e	Comment
Transport OEM activities	*129507*	*Ford Otosan operates exclusively in the Transport OEM sector. Transport OEM activities were calculated at 129507 tCO2 in 2024.*

[Fixed row]

(7.20) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

Select all that apply

☑ By facility

☑ By activity

(7.20.2) Break down your total gross global Scope 2 emissions by business facility.

	Facility	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Row 1	*Kocaeli Plant (Gölcük+Yeniköy)*	*129274.5*	*0*
Row 2	*Eskişehir (Old name İnönü) Plant*	*22936.86*	*0*
Row 3	*Sancaktepe*	*2550.53*	*0*
Row 4	*Craiova (Romania) Plant*	*80109.75*	*31886*

[Add row]

(7.20.3) Break down your total gross global Scope 2 emissions by business activity.

	Activity	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Row 1	*Electricity*	*202986.04*	*0*
Row 2	*Steam*	*31886*	*31886*

[Add row]

(7.21) Break down your organization’s total gross global Scope 2 emissions by sector production activity in metric tons CO2e.

Transport OEM activities

(7.21.1) Scope 2, location-based, metric tons CO2e

234871.65

(7.21.2) Scope 2, market-based (if applicable), metric tons CO2e

31886

(7.21.3) Comment

Since May 2020, our facilities in Gölcük, Yeniköy, and Eskişehir have been certified to source all their electricity from 100% renewable sources. Additionally, starting in September 2021, our Sancaktepe location has also been sourcing its electricity from 100% renewable sources, verified by I-REC certificates. Consequently, the market-based Scope 2 emissions for our facilities in Turkey have been calculated as zero. As of 2024, we have documented with internationally recognized certificates that our Gölcük, Yeniköy, Eskişehir, Craiova Plants, and Sancaktepe office obtain all their electricity from 100% renewable sources, with I-REC and GO certificates available.
[Fixed row]

(7.22) Break down your gross Scope 1 and Scope 2 emissions between your consolidated accounting group and other entities included in your response.

Consolidated accounting group

(7.22.1) Scope 1 emissions (metric tons CO2e)

129507

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

237871.65

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

31886

(7.22.4) Please explain

Ford Otosan is a single legal entity, and the total Scope 1 emissions for its facilities amount to 129597 tCO2e. Scope 2 location-based emissions are 237871.65 tCO2e, and Scope 2 market-based emissions are 31886 tCO2e in 2024.

All other entities

(7.22.1) Scope 1 emissions (metric tons CO2e)

0

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

0

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

0

(7.22.4) Please explain

There are no other unconsolidated entities within Ford Otosan in 2024.
[Fixed row]

(7.23) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

Select from:
☑ No

(7.30) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	*Select from:* ☑ Yes
Consumption of purchased or acquired electricity	*Select from:* ☑ Yes
Consumption of purchased or acquired heat	*Select from:* ☑ No
Consumption of purchased or acquired steam	*Select from:* ☑ Yes
Consumption of purchased or acquired cooling	*Select from:* ☑ No
Generation of electricity, heat, steam, or cooling	*Select from:*

	Indicate whether your organization undertook this energy-related activity in the reporting year
	☑ Yes

[Fixed row]

(7.30.1) Report your organization’s energy consumption totals (excluding feedstocks) in MWh.

Consumption of fuel (excluding feedstock)

(7.30.1.1) Heating value

Select from:

☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

464065

(7.30.1.4) Total (renewable + non-renewable) MWh

464065.00

Consumption of purchased or acquired electricity

(7.30.1.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

488213

(7.30.1.3) MWh from non-renewable sources

0

(7.30.1.4) Total (renewable + non-renewable) MWh

488213.00

Consumption of purchased or acquired steam

(7.30.1.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

77630

(7.30.1.4) Total (renewable + non-renewable) MWh

77630.00

Consumption of self-generated non-fuel renewable energy

(7.30.1.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

0

(7.30.1.4) Total (renewable + non-renewable) MWh

0.00

Total energy consumption

(7.30.1.1) Heating value

Select from:
☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

488213

(7.30.1.3) MWh from non-renewable sources

541695

(7.30.1.4) Total (renewable + non-renewable) MWh

1029908.00
[Fixed row]

(7.30.6) Select the applications of your organization’s consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	*Select from:* ☑ Yes
Consumption of fuel for the generation of heat	*Select from:* ☑ Yes
Consumption of fuel for the generation of steam	*Select from:* ☑ No
Consumption of fuel for the generation of cooling	*Select from:* ☑ No
Consumption of fuel for co-generation or tri-generation	*Select from:* ☑ No

[Fixed row]

(7.30.7) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

(7.30.7.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.8) Comment

Sustainable biomass is not used in our company's operational activities.

Other biomass

(7.30.7.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.8) Comment

Our company does not use any other biomass in its operational activities.

Other renewable fuels (e.g. renewable hydrogen)

(7.30.7.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.8) Comment

Our company does not use any other biomass in its operational activities.

Coal

(7.30.7.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.8) Comment

Our company does not use any coals in its operational activities.

Oil

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

101009.19

(7.30.7.3) MWh fuel consumed for self-generation of electricity

7464.58

(7.30.7.4) MWh fuel consumed for self-generation of heat

93544.61

(7.30.7.8) Comment

Diesel oil and gasoline are used in operations for generating electricity with generators and for fueling company vehicles, including cars. Gasoline is specifically used in company cars. In 2024, the total energy consumption from diesel oil and gasoline amounted to 101009.19 MWh.

Gas

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

361947.74

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

361947.74

(7.30.7.8) Comment

In 2024, natural gas was utilized in our operations primarily for providing heat for various processes and heating needs. The total energy consumption from natural gas in that year amounted to 361947.74 MWh.

Other non-renewable fuels (e.g. non-renewable hydrogen)

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

1108.36

(7.30.7.3) MWh fuel consumed for self-generation of electricity

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

1108.36

(7.30.7.8) Comment

Our company used non-renewable fuels, including LPG, methanol and propane in 2024. The combined energy consumption from these fuels was 1108.36 MWh. Which consists of 1.42 MWh LPG, 143.19 MWh Propane and 963.75 MWh Methanol consumption.

Total fuel

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

464065.29

(7.30.7.3) MWh fuel consumed for self-generation of electricity

7464.58

(7.30.7.4) MWh fuel consumed for self-generation of heat

447206.72

(7.30.7.8) Comment

Ford Otosan's total fuel consumption for 2024, which is also disclosed as direct energy consumption in public reports, amounted as 447206.72 MWh.
[Fixed row]

(7.30.9) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.

Electricity

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Heat

(7.30.9.1) Total Gross generation (MWh)

447206.72

(7.30.9.2) Generation that is consumed by the organization (MWh)

447206.72

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Steam

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Cooling

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0
[Fixed row]

(7.30.14) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero or near-zero emission factor in the market-based Scope 2 figure reported in 7.7.

Row 1

(7.30.14.1) Country/area

Select from:

☑ Turkey

(7.30.14.2) Sourcing method

Select from:

☑ Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

(7.30.14.3) Energy carrier

Select from:

☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☑ Hydropower (capacity unknown)

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

360079

(7.30.14.6) Tracking instrument used

Select from:

☑ I-REC

(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

☑ Turkey

(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.14.10) Comment

All purchased electricity have relevant I-REC certificates, in which, the electricity source is defined as hydroelectric.

Row 2

(7.30.14.1) Country/area

Select from:

☑ Romania

(7.30.14.2) Sourcing method

Select from:

☑ Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

(7.30.14.3) Energy carrier

Select from:

☑ Electricity

(7.30.14.4) Low-carbon technology type

Select from:

☑ Low-carbon energy mix, please specify :The residual fuel mix have been obtained from the supplier in Romania.

(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

112201

(7.30.14.6) Tracking instrument used

Select from:

☑ GO

(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

☑ Romania

(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.14.10) Comment

In Craiova, Romania; GO certificates have been obtained from the electricity supplier, which contains electricity sources with their respective percentages.
[Add row]

(7.30.16) Provide a breakdown by country/area of your electricity/heat/steam/cooling consumption in the reporting year.

Romania

(7.30.16.1) Consumption of purchased electricity (MWh)

112201

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

31886

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

144087.00

Turkey

(7.30.16.1) Consumption of purchased electricity (MWh)

360079

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

360079.00
[Fixed row]

(7.35) Provide any efficiency metrics that are appropriate for your organization’s transport products and/or services.

Row 1

(7.35.1) Activity

Select from:
☑ Light Duty Vehicles (LDV)

(7.35.2) Metric figure

0.97

(7.35.3) Metric numerator

Select from:
☑ MWh

(7.35.4) Metric denominator

Select from:
☑ Production: Vehicle

(7.35.5) Metric numerator: Unit total

358825.98

(7.35.6) Metric denominator: Unit total

369529

(7.35.7) % change from previous year

-0.9

(7.35.8) Please explain

In 2023, the energy consumption per vehicle for the Kocaeli Plant (Gölcük + Yeniköy) is 0.98 MWh, up from 0.89 MWh per vehicle in the previous year. The metric reflects the energy consumption of the facilities, which decreased by 0.9% compared to the prior year.

Row 2

(7.35.1) Activity

Select from:

☑ Heavy Duty Vehicles (HDV)

(7.35.2) Metric figure

6.01

(7.35.3) Metric numerator

Select from:

☑ MWh

(7.35.4) Metric denominator

Select from:

☑ Production: Vehicle

(7.35.5) Metric numerator: Unit total

75008.72

(7.35.6) Metric denominator: Unit total

12484

(7.35.7) % change from previous year

35

(7.35.8) Please explain

In 2023, the energy consumption per vehicle for the Eskişehir Plant is 4.45 MWh, compared to 4.30 MWh per vehicle in the previous year. This figure reflects the facility's energy consumption, resulting in a 35% increase for the reporting year.

Row 3

(7.35.1) Activity

Select from:

☑ Light Duty Vehicles (LDV)

(7.35.2) Metric figure

0.43

(7.35.3) Metric numerator

Select from:

☑ MWh

(7.35.4) Metric denominator

Select from:

☑ Production: Vehicle

(7.35.5) Metric numerator: Unit total

107859.69

(7.35.6) Metric denominator: Unit total

250670

(7.35.7) % change from previous year

-54.7

(7.35.8) Please explain

In 2023, the Craiova Plant's energy consumption per vehicle is 0.95 MWh, an increase from 0.92 MWh per vehicle in the previous year. This metric measures the energy used by the facilities and shows a total decrease of 54.7% compared to last year.
[Add row]

(7.45) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Row 1

(7.45.1) Intensity figure

0.26

(7.45.2) Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

161393

(7.45.3) Metric denominator

Select from:
☑ vehicle produced

(7.45.4) Metric denominator: Unit total

632683

(7.45.5) Scope 2 figure used

Select from:
☑ Market-based

(7.45.6) % change from previous year

7.1

(7.45.7) Direction of change

Select from:
☑ Decreased

(7.45.8) Reasons for change

Select all that apply
☑ Other emissions reduction activities

(7.45.9) Please explain

The intensity figure have been decreased from 0.28 to 0.26 since 2023. In 2024 alone, we completed 150 energy efficiency projects, resulting in €2.86 million in savings and preventing 16,100 tons of CO2 emissions " "Ford Otosan has equipped the Yeniköy Plant with pioneering innovations, including the Photovoltaic Glass Wall, marking a first both in Türkiye and across the Ford global network. Designed to maximize the use of sunlight for energy efficiency, solar panels installed on the roof of the Welding Workshop and the Photovoltaic Glass Wall on the workshop's front facade generate electricity from renewable energy sources for in-plant use. The Photovoltaic Glass Wall, with an installed capacity of 83 kWe, not only produces renewable energy but also provides natural lighting to the work areas along the building's facade. Combined with the 2,897 kWe rooftop solar power plant (SPP), these systems meet approximately 3% of the plant's total energy needs through renewable sources
[Add row]

(7.50) Provide primary intensity metrics that are appropriate to your indirect emissions in Scope 3 Category 11: Use of sold products from transport.

Row 1

(7.50.1) Activity

Select from:

☑ Heavy Duty Vehicles (HDV)

(7.50.2) Emissions intensity figure

0.00122

(7.50.3) Metric numerator (Scope 3 emissions: use of sold products) in Metric tons CO2e

10257047

(7.50.4) Metric denominator

Select from:

☑ t.km

(7.50.5) Metric denominator: Unit total

8441116700

(7.50.6) % change from previous year

22

(7.50.7) Vehicle unit sales in reporting year

12490

(7.50.8) Vehicle lifetime in years

10

(7.50.9) Annual distance in km or miles (unit specified by column 4)

67583

(7.50.10) Load factor

1

(7.50.11) Please explain the changes, and relevant standards/methodologies used

The calculations for denominator are made by multiplying vehicle lifetime (10 years) with respective vehicle sales, estimated annual distances per vehicle and load factor. Intensity figure is calculated by dividing the nominator with calculated denominator figure (in t.km). HDV vehicle sales have been decreased compared to 2023 from 19083 to 12490 in the reporting year. This led to increase in relevant HDV Category 11 emissions.

Row 2

(7.50.1) Activity

Select from:

☑ Light Duty Vehicles (LDV)

(7.50.2) Emissions intensity figure

0.000274522

(7.50.3) Metric numerator (Scope 3 emissions: use of sold products) in Metric tons CO2e

82906479

(7.50.4) Metric denominator

Select from:

☑ t.km

(7.50.5) Metric denominator: Unit total

302002853880

(7.50.6) % change from previous year

-14.2

(7.50.7) Vehicle unit sales in reporting year

735982

(7.50.8) Vehicle lifetime in years

10

(7.50.9) Annual distance in km or miles (unit specified by column 4)

41034

(7.50.10) Load factor

1

(7.50.11) Please explain the changes, and relevant standards/methodologies used

The calculations for denominator are made by multiplying vehicle lifetime (10 years) with respective vehicle sales, estimated annual distances per vehicle and load factor. Intensity figure is calculated by dividing the nominator with calculated denominator figure (in t.km). LDV vehicle sales have been increased compared to 2023 from 570795 to 735982 in the reporting year. This led to high increase in denominator.
[Add row]

(7.52) Provide any additional climate-related metrics relevant to your business.

Row 1

(7.52.1) Description

Select from:
☑ Energy usage

(7.52.2) Metric value

1757566.42

(7.52.3) Metric numerator

All values are provided in GJ.

(7.52.4) Metric denominator (intensity metric only)

N/A

(7.52.5) % change from previous year

6.75

(7.52.6) Direction of change

Select from:
☑ Increased

(7.52.7) Please explain

The metric refers to indirect renewable energy consumption that occured in the reporting year in all facilities. Renewable energy consumption have increased 6.75% since last year, which was 1,639,008.4 GJ in 2023. The increase is caused by the purchasing higher amount of renewable electricity in Romania, Craiova.
[Add row]

(7.53) Did you have an emissions target that was active in the reporting year?

Select all that apply
☑ Absolute target

(7.53.1) Provide details of your absolute emissions targets and progress made against those targets.

Row 1

(7.53.1.1) Target reference number

Select from:

☑ Abs 1

(7.53.1.2) Is this a science-based target?

Select from:

☑ Yes, and this target has been approved by the Science Based Targets initiative

(7.53.1.3) Science Based Targets initiative official validation letter

Ford Otomotiv Sanayi A.Ş. - Near-Term Approval Letter - Monday 3 March 2025 (1).pdf

(7.53.1.4) Target ambition

Select from:

☑ 1.5°C aligned

(7.53.1.5) Date target was set

12/30/2021

(7.53.1.6) Target coverage

Select from:

☑ Organization-wide

(7.53.1.7) Greenhouse gases covered by target

Select all that apply

☑ Methane (CH4)

☑ Nitrous oxide (N2O)

☑ Carbon dioxide (CO2)

☑ Perfluorocarbons (PFCs)

☑ Hydrofluorocarbons (HFCs)

☑ Sulphur hexafluoride (SF6)

☑ Nitrogen trifluoride (NF3)

(7.53.1.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 2

(7.53.1.9) Scope 2 accounting method

Select from:

☑ Market-based

(7.53.1.11) End date of base year

12/30/2017

(7.53.1.12) Base year Scope 1 emissions covered by target (metric tons CO2e)

115705.28

(7.53.1.13) Base year Scope 2 emissions covered by target (metric tons CO2e)

131255.36

(7.53.1.31) Base year total Scope 3 emissions covered by target (metric tons CO2e)

0.000

(7.53.1.32) Total base year emissions covered by target in all selected Scopes (metric tons CO2e)

246960.640

(7.53.1.33) Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1

100

(7.53.1.34) Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2

100

(7.53.1.53) Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes

100

(7.53.1.54) End date of target

12/30/2034

(7.53.1.55) Targeted reduction from base year (%)

77

(7.53.1.56) Total emissions at end date of target covered by target in all selected Scopes (metric tons CO2e)

56800.947

(7.53.1.57) Scope 1 emissions in reporting year covered by target (metric tons CO2e)

129507

(7.53.1.58) Scope 2 emissions in reporting year covered by target (metric tons CO2e)

31886

(7.53.1.77) Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

161393.000

(7.53.1.78) Land-related emissions covered by target

Select from:

☑ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.1.79) % of target achieved relative to base year

45.00

(7.53.1.80) Target status in reporting year

Select from:

☑ Revised

(7.53.1.81) Explain the reasons for the revision, replacement, or retirement of the target

As part of the validation process initiated in 2023 for its SBTi-aligned emission reduction targets, Ford Otosan revised its medium- and long-term targets in March 2024 due to changes in calculation boundaries; namely, the inclusion of Romania in the target scope, and updates to the methodology. The revised targets were aligned with the SBTi's Land Transport Guidance.

(7.53.1.82) Explain target coverage and identify any exclusions

This target, set for Scope 1 and Scope 2 emissions from company-wide operations, includes all facilities and business units without exception. Absolute near-term targets apply to all of Ford Otosan's operations.

(7.53.1.83) Target objective

Ford Otosan commits to reduce absolute scope 1 and 2 GHG emissions 77% by 2034 from a 2017 base year. The proposed near-term reduction in scope 1 and 2 emissions is aligned with a rate of decarbonization consistent to keep global temperature increase to 1.5°C compared to pre-industrial temperatures.

(7.53.1.84) Plan for achieving target, and progress made to the end of the reporting year

Ford Otosan is planning to improve the environmental performance of its production processes and offices, implement additional energy efficiency measures, and increase the use of renewable energy. The company has undertaken efforts to set a science-based target, alongside more concrete goals such as the electrification of fossil-fuel-based systems, the transition to an electric company vehicle fleet, and investments in in-house renewable energy systems by 2030. In the current reporting year, reducing Scope 2 emissions by sourcing 100% of electricity from renewable energy was a key greenhouse gas reduction initiative. By the end of the reporting year, a 45% reduction in Scope 1 and Scope 2 emissions relative to the base year was achieved as a result of these emission reduction practices.

(7.53.1.85) Target derived using a sectoral decarbonization approach

Select from:
☑ Yes

Row 2

(7.53.1.1) Target reference number

Select from:
☑ Abs 1

(7.53.1.2) Is this a science-based target?

Select from:
☑ Yes, and this target has been approved by the Science Based Targets initiative

(7.53.1.3) Science Based Targets initiative official validation letter

Ford Otomotiv Sanayi A.Ş. - Near-Term Approval Letter - Monday 3 March 2025 (1).pdf

(7.53.1.4) Target ambition

Select from:
☑ 1.5°C aligned

(7.53.1.5) Date target was set

12/30/2021

(7.53.1.6) Target coverage

Select from:
☑ Organization-wide

(7.53.1.7) Greenhouse gases covered by target

Select all that apply

☑ Methane (CH4)
☑ Nitrous oxide (N2O)
☑ Carbon dioxide (CO2)
☑ Perfluorocarbons (PFCs)
☑ Hydrofluorocarbons (HFCs)
☑ Sulphur hexafluoride (SF6)
☑ Nitrogen trifluoride (NF3)

(7.53.1.8) Scopes

Select all that apply

☑ Scope 3

(7.53.1.10) Scope 3 categories

Select all that apply

☑ Scope 3, Category 11 – Use of sold products

(7.53.1.11) End date of base year

12/30/2021

(7.53.1.24) Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)

81761921.76

(7.53.1.31) Base year total Scope 3 emissions covered by target (metric tons CO2e)

81761921.760

(7.53.1.32) Total base year emissions covered by target in all selected Scopes (metric tons CO2e)

81761921.760

(7.53.1.45) Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)

100

(7.53.1.52) Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)

100

(7.53.1.53) Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes

100

(7.53.1.54) End date of target

12/30/2034

(7.53.1.55) Targeted reduction from base year (%)

58.8

(7.53.1.56) Total emissions at end date of target covered by target in all selected Scopes (metric tons CO2e)

33685911.765

(7.53.1.69) Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)

93167264

(7.53.1.76) Total Scope 3 emissions in reporting year covered by target (metric tons CO2e)

93167264.000

(7.53.1.77) Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

93167264.000

(7.53.1.78) Land-related emissions covered by target

Select from:

☑ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.1.79) % of target achieved relative to base year

-23.72

(7.53.1.80) Target status in reporting year

Select from:

☑ Revised

(7.53.1.81) Explain the reasons for the revision, replacement, or retirement of the target

As part of the validation process initiated in 2023 for its SBTi-aligned emission reduction targets, Ford Otosan revised its medium- and long-term targets in March 2024 due to changes in calculation boundaries; namely, the inclusion of Romania in the target scope, and updates to the methodology. The revised targets were aligned with the SBTi's Land Transport Guidance.

(7.53.1.82) Explain target coverage and identify any exclusions

This target, set for Scope 3 Category 11 (use-phase emissions of sold products), covers the use of all relevant products sold by the company. It does not exclude any product lines or customer segments. Absolute near-term targets apply to the use-phase emissions associated with all applicable products sold by Ford Otosan.

(7.53.1.83) Target objective

Ford Otosan commits to reduce absolute scope 3 GHG emissions from use of sold products 58.8% by 2034 from a 2021 base year. The proposed near-term reduction in scope 1 and 2 emissions is aligned with a rate of decarbonization consistent to keep global temperature increase to 1.5°C compared to pre-industrial temperatures.

(7.53.1.84) Plan for achieving target, and progress made to the end of the reporting year

As Ford Otosan, we are committed to reducing Scope 3 emissions from the use of sold products, in line with our goal to expand our product range with zero-emission and low-emission vehicles. Although there was a 23.7% deviation from the targeted reduction by the end of the reporting year compared to the base year, we continue our efforts to develop fully electric and hybrid versions of the Ford Transit.

(7.53.1.85) Target derived using a sectoral decarbonization approach

Select from:

☑ Yes

[Add row]

(7.54) Did you have any other climate-related targets that were active in the reporting year?

Select all that apply

☑ Net-zero targets

(7.54.3) Provide details of your net-zero target(s).

Row 1

(7.54.3.1) Target reference number

Select from:

☑ NZ1

(7.54.3.2) Date target was set

12/31/2016

(7.54.3.3) Target Coverage

Select from:

☑ Organization-wide

(7.54.3.4) Targets linked to this net zero target

Select all that apply

☑ Abs1

☑ Abs2

(7.54.3.5) End date of target for achieving net zero

12/31/2049

(7.54.3.6) Is this a science-based target?

Select from:

☑ Yes, and this target has been approved by the Science Based Targets initiative

(7.54.3.7) Science Based Targets initiative official validation letter

Ford Otomotiv Sanayi A.Ş. - Net-Zero Approval Letter - Monday 3 March 2025 (1).pdf

(7.54.3.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 2

☑ Scope 3

(7.54.3.9) Greenhouse gases covered by target

Select all that apply

☑ Methane (CH4)

☑ Nitrous oxide (N2O)

☑ Carbon dioxide (CO2)

☑ Perfluorocarbons (PFCs)

☑ Hydrofluorocarbons (HFCs)

☑ Sulphur hexafluoride (SF6)

☑ Nitrogen trifluoride (NF3)

(7.54.3.10) Explain target coverage and identify any exclusions

Ford Otomotiv Sanayi A.Ş. is a publicly traded company, where Ford Motor Company (41%) and Koç Holding A.Ş. (41%) have equal shares. As part of our carbon transition program, Ford Otosan has set its own near-term science-based target to reduce absolute emissions from the combined full scopes 1 and 2 (market-based) by 86.6% by 2034, using the baseline year of 2017. Moreover, Ford Otosan has submitted to SBTi in January 2023. This target aligns with our ambition to limit global warming to below 1.5 degrees and is currently under review by the Science-Based Targets initiative. We plan to improve the production processes, introduce more energy efficiency measures and use renewables. Ford Otosan has increased its use of renewable electricity up to 100 percent in 2022. By using renewable electricity, we reduced our scope 2 carbon footprint by more than 82.45% of our total scope 2 (market-based) emissions. The remaining scope 2 emissions result from purchased heat and steam. As part of our carbon transition program, Ford Otosan has revised and increased ambitious level of above target and set its own near-term science-based target using the latest version of SBTi guides to reduce scope 3 use of sold products GHG emissions 58.89% by 2034 from a 2021 base year. We commit to reduce scope 3 use of sold products emissions in line with our goal to expand our product range with zero-emission and low emission vehicles, we continue our studies to develop fully electric models of Ford Transit along with its hybrid version. In 2022, Ford Otosan committed to set long-term science-based targets to reach net-zero value chain GHG emissions by no later than 2050 in line with the SBTi Net-Zero Standard. Currently our teams are working on setting net-zero targets and planning to submit it to SBTi. As Ford Otosan, our target for 2050 is to reduce our total emissions by 90%.

(7.54.3.11) Target objective

As Ford Otosan, our target for 2050 is to reduce our total emissions by 90%.

(7.54.3.12) Do you intend to neutralize any residual emissions with permanent carbon removals at the end of the target?

Select from:

☑ Yes

(7.54.3.13) Do you plan to mitigate emissions beyond your value chain?

Select from:

☑ Yes, and we have already acted on this in the reporting year

(7.54.3.14) Do you intend to purchase and cancel carbon credits for neutralization and/or beyond value chain mitigation?

Select all that apply

☑ Yes, we plan to purchase and cancel carbon credits for beyond value chain mitigation

☑ Yes, we plan to purchase and cancel carbon credits for neutralization at the end of the target

(7.54.3.15) Planned milestones and/or near-term investments for neutralization at the end of the target

Ford Otosan is actively investigating and planning research into investment opportunities for carbon removal solutions and strategies to neutralize unabated emissions. The company is exploring a range of approaches, including direct air capture technologies, carbon storage solutions, and offset mechanisms within both compliance and voluntary markets. Additionally, Ford Otosan is examining nature-based solutions (NBS) to enhance its efforts in achieving overall carbon neutrality.

(7.54.3.16) Describe the actions to mitigate emissions beyond your value chain

To contribute to reaching societal net-zero, companies should take action or make investments outside their own value chains to mitigate GHG emissions in addition to their near-term and long-term science-based targets. For example, a company could provide annual support to projects, programs and solutions that provide quantifiable benefits to climate, especially those that generate additional co-benefits for people and nature. Companies should report annually on the nature and scale of those actions pending further guidance.

(7.54.3.17) Target status in reporting year

Select from:

☑ Underway

(7.54.3.19) Process for reviewing target

In line with Ford Otosan's SBTi 2050 net-zero commitment, the Company is also focusing on the specific needs of electric commercial vehicles, including the charging network and infrastructure, which are critical for the effective rollout of electrification projects.
[Add row]

(7.55) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.

Select from:

☑ Yes

(7.55.1) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e
Under investigation	*0*	*`Numeric input*
To be implemented	*0*	*0*
Implementation commenced	*2*	*3076*
Implemented	*150*	*16100*
Not to be implemented	*0*	*`Numeric input*

[Fixed row]

(7.55.2) Provide details on the initiatives implemented in the reporting year in the table below.

Row 1

(7.55.2.1) Initiative category & Initiative type

Low-carbon energy consumption

☑ Solar PV

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

19432

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

☑ Scope 2 (location-based)

☑ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

7381478

(7.55.2.7) Payback period

Select from:

☑ 4-10 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 21-30 years

(7.55.2.9) Comment

In 2024, we completed the first phase of our Afyonkarahisar Ocaklı and Köprülü Village Solar Power Plant (SPP) investment, commissioning 10 MWh of installed capacity across 145 decares of land. In 2025, we plan to commission the Afyonkarahisar Hasandede and Çiçektepe SPP projects with a combined installed capacity of 6.1 MWh, as well as our Aydıncık-1 and Aydıncık-2 projects in Kütahya province with a total installed capacity of 5.9 MWh. By 2026, our solar investments will reach a total of 22 MWh.
[Add row]

(7.55.3) What methods do you use to drive investment in emissions reduction activities?

Row 1

(7.55.3.1) Method

Select from:

☑ Dedicated budget for other emissions reduction activities

(7.55.3.2) Comment

Full compliance with environmental regulations and related laws is one of our environmental management principles. In this regard, our specialists constantly track changes in legislation and proactively align our implementations with evolving conditions under the supervision of the Government Affairs Coordinator. The Environmental Compliance Index (ECI) scorecard is monitored as one of our metrics. Additionally, the data is checked in the Global Emissions Manager (GEM) as part of the EOS, enabling global monitoring. Ford Otosan's legal compliance index is also monitored by Koç Holding. In this regard, like every year, we achieved 100% legal compliance in 2024. The compliance and certification of the management standards we follow, such as ISO 14001, ISO 50001, and ISO 14064, are ensured and re-certified through independent external audits conducted annually. As part of the EOS Environmental Operation System, both independent external audits and audits by teams from abroad are conducted. Furthermore, the ISO 14001, ISO 50001, and ISO 14064 management standards undergo an internal audit process annually and environmental audits by Koç Holding every two years. The performance results are reported to executive management through monthly reports, to Ford Motor Company management via the Ford Global Emission Management Database, to Koç Holding through annual reports, and to all our stakeholders through sustainability reports. The risks related to compliance with regulatory requirements and standards are assessed by the relevant departments, and the necessary budget adjustments for anticipated activities are approved by Top Management. Our connection to other frameworks includes UN SDG 7 (Affordable and Clean Energy), UN SDG 13 (Climate Action), and UN SDG 17 (Partnership for the Goals). We participate in the Ministry's National Carbon Pricing meetings, and as Ford Otosan, we provide our input through OSD and TÜSİAD in response to surveys. We have also expressed our opinions regarding the Climate Law to be published in Turkey. Additionally, we are a member of the Green Deal Task Force at TÜSİAD, where we monitor developments.

Row 2

(7.55.3.1) Method

Select from:

☑ Dedicated budget for energy efficiency

(7.55.3.2) Comment

In line with our commitment to achieve Net Zero by 2050, energy efficiency and the reduction of GHG emissions are the most important parts of our activities to combat climate change. We view energy efficiency as a continuous improvement area and carry out reform projects in every process of our operations. For the Türkiye Plant, we reduced our energy consumption per vehicle to 4.22 GJ/vehicle in 2023, marking a increase of 9.56% compared to 2022. In Romania, the energy consumption per vehicle was 3.44 GJ in 2023, representing an increase of 4.11% from the previous year. The total energy consumption per vehicle for both Türkiye and Romania in 2023 was 3.96 GJ, which is a 8.32% increase compared to the previous year. In 2023, our total environmental investments and expenditures reached 88.153 million TL. Our facilities in Türkiye purchased 344,734.30 MWh of renewable energy, resulting in the same amount used for electricity. This led to a reduction of 149,291.43 tons of CO2e emissions. As a result, Scope 2 emissions for 2023 are zero in Türkiye. Including our plant in Romania, a total of 455,287.39 MWh of renewable energy was purchased in 2023, which resulted in a reduction of 179,161.79 tCO2e. Of the total Scope 2 emissions, only 84,968.33 MWh from steam usage in Romania accounted for 36,405.93 tons of CO2 emissions. Compared to the previous year, emissions from steam usage in Romania decreased by 4.14%.

We obtained internationally recognized I-REC certifications, confirming that all the energy used in our Türkiye plants comes from 100% renewable sources. We also received GO certification, which confirms that all the electricity used in the Craiova Plant is sourced from 100% renewable sources. Annually, we generate 5,158,233 kWh of electricity from rooftop solar installations, including 1.18 MW at the Gölcük Plant and 3.3 MW at the Yeniköy Plant. We also harness daylight and produce around 85 kW from a solar energy system on the Yeniköy Plant's façade, resulting in energy savings of 161,190 kWh in 2023. Additionally, as part of the Laser Machine Project, we replaced old laser cutting machines at all our plants with state-of-the-art models, saving 105,000 kWh of energy over five months. In 2023, VOC levels at Yeniköy Plant decreased by 8.47% to 31.83 gr/m² due to process improvements and the use of recyclable materials with lower VOC content.

Row 3

(7.55.3.1) Method

Select from:

☑ Employee engagement

(7.55.3.2) Comment

At Ford Otosan, we find it important that the field and office employees, who have a significant impact on the products and the company, take initiative. We created the Suggestion and Improvement System with the aim of recognizing and supporting the implemented improvements and the submitted suggestions in critical field processes like production. The Improvement System is available to our field employees, and the Suggestion System is available to our field and office employees. In this system, which we use to document the improvements and suggestions made by our field and office employees in their work processes, in addition to their job descriptions, the improvements are implemented through the employees' individual efforts, and the suggestions are introduced if they are found viable based on the opinion and review of the subject matter expert. People who submit suggestions or make improvements or other efforts log in to the system and file the application, so that the process can be tracked effectively. As part of the Improvement System, our employees achieved improvements in the following areas: line stability - labor gains, apparatus development, energy savings, industrial material, robotic and material gains and paint savings. We reward all impactful improvements and suggestions through the Suggestion and Improvement System, which enabled Ford Otosan to implement 156 projects in 2023. In total, 602 our employees were rewarded for the improvements they achieved, while the company saved Euro 12 million.

Row 4

(7.55.3.1) Method

Select from:

☑ Dedicated budget for low-carbon product R&D

(7.55.3.2) Comment

We operate in two countries and four manufacturing sites: Gölcük, Yeniköy, Eskişehir Plants in Türkiye and Craiova Plant in Romania. With our annual production capacity of 746,500 units, three R&D centers and a Technocity office, the largest automotive spare parts distribution center in Türkiye and 23,701 employees, we are positioned as an industry leader. At Ford Otosan, we aim to achieve carbon neutrality in our manufacturing sites and the R&D center in Türkiye by 2030 and procure all the electricity used across our facilities from 100% renewable resources. We adopt multi-faceted strategies, including R&D, product investments, partnerships for supply chain sustainability, infrastructure development, marketing, and training to achieve the target of selling zero-emission commercial vehicles. Ford Otosan's R&D spending onvarious product development projects in 2023 amounted to TL 5.04 million before capitalization and TL 3.92 million after capitalization. Ford Otosan adopts the Design for Sustainability approach, which forms the foundation of our R&D activities. As part of Ford Otosan's journey toward net zero emissions target, we support suppliers and manufacturers in contributing to circular economy and offering environmentally friendly, cost-effective products to the users. Implementation of remanufacturing methods at Ford Otosan sites eliminates supplier-related logistics and reduces transportation-related emissions. Furthermore, the remanufacturing method facilitates the reintroduction of 47 different parts in total into the cycle in passenger cars and commercial vehicles. Through these practices, we reduced our total carbon footprint by more than 140 tons in 2023, saving TL 150 million.

Row 5

(7.55.3.1) Method

Select from:

☑ Dedicated budget for other emissions reduction activities

(7.55.3.2) Comment

Ford Otosan signed the European Automobile Manufacturers' Association's (ACEA) 'Transition to zero-emission mobility' statement in 2022, demonstrating its commitment to transitioning to non-fossil fuel technologies in the heavy commercial fleet y 2040 and reducing its carbon footprint to zero by 2050 in compliance with the "Green Deal" strategy of the European Union. As we intensified our efforts to achieve zero emission in our heavy commercial vehicles, we also joined the European Union's zero emission logistics project, Horizon Europe Zero Emission Freight EcoSystem (ZEFES), with the vision of spearheading the transportation solutions of the future. As part of the project, Ford Trucks will develop the first fuel cell electric (FCEV) F-MAX to run on hydrogen. In addition to enabling us to develop innovative and sustainable solutions with engineering and R&D expertise, the ZEFES initiative will also help us gain significant competence in hydrogen technologies and FCEV research and demonstration. We will also monitor the effects of the project on the market with the aim of including fuel cell powered vehicles in our serial production plans toward net zero targets.

Row 6

(7.55.3.1) Method

Select from:

☑ Dedicated budget for low-carbon product R&D

(7.55.3.2) Comment

We leverage the ReCube (Recycle, Reuse, Reduce) project, which follows the Design for Sustainability principle, to analyze the products' environmental impact throughout the raw material, manufacturing, usage and recycling processes and continue to integrate Ford Otosan's sustainability approach into all the R&D activities. Also, we are a partner in the EU-funded RECIRCULATE project, which was launched in 2023 to reduce the need for essential raw materials and improve the overall life cycle management of batteries to meet the requirements of the battery recycling industry. The project's objective is to create a battery passport system that supports the circular business model for the life cycle of RECIRCULATE batteries using a blockchain-based platform. The project targets increasing the ratio of end-of-life batteries recycled in production processes from the current level of 1% to over 50%. To meet the project objectives, over 70% of the cells in a faulty battery pack will be recovered through cost-effective disassembly and remanufacturing processes. Furthermore, we aim to reduce recycling costs by up to 80% by using automated processes. We expect to increase the number of cycles for each battery by 100% and energy life by 70% by creating value chains leveraging optimal reuse, remanufacturing and recycling methods.
[Add row]

(7.74) Do you classify any of your existing goods and/or services as low-carbon products?

Select from:
☑ Yes

(7.74.1) Provide details of your products and/or services that you classify as low-carbon products.

Row 1

(7.74.1.1) Level of aggregation

Select from:
☑ Product or service

(7.74.1.2) Taxonomy used to classify product(s) or service(s) as low-carbon

Select from:
☑ Low-Carbon Investment (LCI) Registry Taxonomy

(7.74.1.3) Type of product(s) or service(s)

Road

☑ Other, please specify :BEV, PHEV

(7.74.1.4) Description of product(s) or service(s)

The definition of sustainable product was based on the definition established by the European Parliament and the Council. According to the EU Regulation setting CO2 emission standards for passenger cars and light commercial vehicles, a low-emission vehicle is defined as one with exhaust emissions between 0 and 50 g CO2/km.

(7.74.1.5) Have you estimated the avoided emissions of this low-carbon product(s) or service(s)

Select from:

☑ Yes

(7.74.1.6) Methodology used to calculate avoided emissions

Select from:

☑ Other, please specify :We are performing a detailed Well-to-Wheel Scope 3 CO2e emissions calculation by substituting BEV and PHEV vehicles with similar diesel vehicles, using the same methodology. The difference shows the emissions prevented by BEV and PHEV sales.

(7.74.1.7) Life cycle stage(s) covered for the low-carbon product(s) or services(s)

Select from:

☑ Cradle-to-gate

(7.74.1.8) Functional unit used

For Light Duty Vehicles (LDV): 400.000 km For Medium Duty Vehicles (Transit, Tourneo Custom): 550.000 km For Passenger vehicles (Puma, Mustang Mach-E): 240.000 km

(7.74.1.9) Reference product/service or baseline scenario used

The CO2 reduction impact of BEV and PHEV vehicles in the MCV category was calculated by comparing it to the emissions that would occur if the same number of diesel vehicles were used. For LDV: V769 ICE vs BEV For MDV: Transit, Tourneo Custom ICE vs BEV, PHEV For Passenger Vehicles: Puma ICE vs BEV, Mustang Mach-E

(7.74.1.10) Life cycle stage(s) covered for the reference product/service or baseline scenario

Select from:

☑ Use stage

(7.74.1.11) Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario

0.00078952

(7.74.1.12) Explain your calculation of avoided emissions, including any assumptions

For all electric vehicle models sold in 2024, internal combustion engine models of the same models were included in the calculation as a baseline scenario, and comparisons were made accordingly. WTW (Use Phase) emissions were used for electric and ICE models for emissions calculations. When calculating avoided emissions, the amount of emissions that would have been released if the ICE version of the same vehicle had been sold instead of the electric vehicle sold was calculated. The emissions figures for ICE and BEV vehicles within the specified range were multiplied by the same sales volume, and the difference was calculated as the total avoided emissions. When calculating emissions avoided per functional unit, the avoided emissions for EU and domestic vehicles were calculated separately. When calculating emissions avoided per functional unit on a vehicle basis, the average of EU and domestic data was used to calculate emissions avoided per functional unit.

(7.74.1.13) Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year

6.6
[Add row]

(7.75) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

Row 1

(7.75.1) Activity

Select from:

☑ Light Duty Vehicles (LDV)

(7.75.2) Metric

Select from:

☑ Sales

(7.75.3) Technology

Select from:

☑ Plug-in hybrid vehicle (PHEV)

(7.75.4) Metric figure

12280

(7.75.5) Metric unit

Select from:

☑ Units

(7.75.6) Explanation

Electrification Our electric vehicle journey began with the production of PHEV (Plug-in Hybrid) commercial vehicles and advanced significantly with the launch of the E-Transi- Europe's most powerful all-electric van-off the production line in 2022. Following the introduction of the Courier BEV, Puma BEV, Ford E-Transit, and E-Custom, we unveiled our first 100% electric truck at the International Commercial Vehicles (IAA) exhibition. This milestone represents a significant step forward in Türkiye's electric transformation. Developed and manufactured entirely in Türkiye-from design to testing- this 100% electric truck marks Ford Otosan's entry into nextgeneration electrification in heavy commercial vehicles, following our success in the light and medium commercial segments. We plan to begin production of this electric truck at our Eskişehir Plant in 2025.

Row 2

(7.75.1) Activity

Select from:

☑ Light Duty Vehicles (LDV)

(7.75.2) Metric

Select from:

☑ Sales

(7.75.3) Technology

Select from:

☑ Battery electric vehicle (BEV)

(7.75.4) Metric figure

20123

(7.75.5) Metric unit

Select from:

☑ Units

(7.75.6) Explanation

Electrification Our electric vehicle journey began with the production of PHEV (Plug-in Hybrid) commercial vehicles and advanced significantly with the launch of the E-Transi- Europe's most powerful all-electric van-off the production line in 2022. Following the introduction of the Courier BEV, Puma BEV, Ford E-Transit, and E-Custom, we unveiled our first 100% electric truck at the International Commercial Vehicles (IAA) exhibition. This milestone represents a significant step forward in Türkiye's electric transformation. Developed and manufactured entirely in Türkiye-from design to testing- this 100% electric truck marks Ford Otosan's entry into nextgeneration electrification in heavy commercial vehicles, following our success in the light and medium commercial segments. We plan to begin production of this electric truck at our Eskişehir Plant in 2025.
[Add row]

(7.79) Has your organization retired any project-based carbon credits within the reporting year?

Select from:

☑ No

C9. Environmental performance - Water security

(9.1) Are there any exclusions from your disclosure of water-related data?

Select from:
☑ No

(9.2) Across all your operations, what proportion of the following water aspects are regularly measured and monitored?

Water withdrawals – total volumes

(9.2.1) % of sites/facilities/operations

Select from:
☑ 100%

(9.2.2) Frequency of measurement

Select from:
☑ Continuously

(9.2.3) Method of measurement

Water withdrawals are measured and monitored constantly 100% by flow meters and crosschecked by bills monthly.

(9.2.4) Please explain

Ford Otosan measures water withdrawal in each production site. In Eskişehir and Kocaeli Plants, almost 100% of total withdrawals are from underground extraction wells in our locations.

Water withdrawals – volumes by source

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

In our facilities, we can easily measure and monitor the amount of water withdrawn from wells at all times. The water withdrawn from the municipality in our Sancaktepe Facility is also monitored via monthly billings.

(9.2.4) Please explain

Water is vital for our operations and we have a company-wide target set out for water withdrawal covering all of our operations in the facilities which are located in Marmara, Sakarya and Jiu Water basins. We reduce water consumption in operations by recovering and treating water and protecting the water resources. We also work to determine the water risk across the value chain. We prefer to identify water stress areas by using WRI Aqueduct "Global Water Risk Mapping Atlas" which enables to map future water risks. Also, We created a Water Supply Action Plan against drought risks.

Water withdrawals quality

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Monthly

(9.2.3) Method of measurement

The quality parameters analysed of water withdrawn are TDS, conductivity, Mn, Fe, NH3.

(9.2.4) Please explain

The process water used in production must meet operational quality standards; for this reason, it is measured and analyzed monthly in the labs of Ford Otosan facilities.

Water discharges – total volumes

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

100% of discharged total volumes is monitored continuously, it is cross-checked by the bills.

(9.2.4) Please explain

100% of Ford Otosan production sites monitor the total volume of their water discharges. Wastewater is discharged into the treatment plants in our facilities, then ending by either water media directly or the municipal treatment plant. The data is entered monthly into a corporate database, to evaluate consumption trends and reduction targets.

Water discharges – volumes by destination

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

Discharges are monitored 100% by continuous flow meters.

(9.2.4) Please explain

Wastewater is discharged into the treatment plants in our facilities, then ending by either water media directly or the municipal treatment plant. Discharges from municipal treatment plants to water medias monitored by municipalities and they are conforming to standards.

Water discharges – volumes by treatment method

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

Discharges by treatment method are monitored 100% by continuous flow meters.

(9.2.4) Please explain

We make sure that wastewater generated in our production processes is treated before discharge. We currently have four treatment plants, one each at Gölcük, Yeniköy, Eskişehir and Romania Plants. In Türkiye plants, which have a total installed capacity of 3,836 m3, we treat substances such as acid, alkaline, oil, paint, and wastewater. In Craiova, there is a wastewater treatment plant with a capacity of 36.67 m3/h. Water discharged from industrial operations and from domestic use are monitored and treated separately. Treatment methods for industrial wastewater: Coagulation, neutralization, sedimentation and filtration. After Primary treatment, effluent is further treated in activated sludge process together with domestic wastewater. All wastewater was treated according to Water Pollution Control Legislation.

Water discharge quality – by standard effluent parameters

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

We have an online system in place that continuously measures various pollution parameters, such as COD, pH, TSS, and fluoride, in industrial wastewater at the discharge points of the plants.

(9.2.4) Please explain

We make sure that wastewater generated in our production processes is treated before discharge. We currently have four treatment plants, one each at Gölcük, Yeniköy, Eskişehir and Romania Plants. In Turkey plants, which have a total installed capacity of 3,836 m3, we treat substances such as acid, alkaline, oil, paint, and wastewater. In Craiova, there is a wastewater treatment plant with a capacity of 36.67 m3/h. According to Water Pollution Control Legislation, discharge limits have been defined in Table 18-2 and Table 20-7, 21-1 for the Sector "Manufacturing of Road Transport Vehicles" Plant effluent has been examined by an authorized external company and the results have been formally reported to the Legal Authority.

Water discharge quality – emissions to water (nitrates, phosphates, pesticides, and/or other priority substances)

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Monthly

(9.2.3) Method of measurement

Our Wastewater Treatment facilities collect samples and conduct analyses according to the Water Pollution and Control Regulation at least once a month with the assistance of authorized companies.

(9.2.4) Please explain

Ford Otosan measures water discharged separated into domestic wastewater and industrial wastewater. We use discharge treatment processes to ensure compliance with regulatory requirements across all our facilities.

Water discharge quality – temperature

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Monthly

(9.2.3) Method of measurement

This is measured and monitored by the authorities monthly.

(9.2.4) Please explain

By the National Legislation, it is stated that discharges to sewage systems the temperature of the water should be less than 40 degrees. As Ford Otosan, we meet this requirement in all of our facilities.

Water consumption – total volume

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

Water consumption is 100% monitored by continuous flow meters.

(9.2.4) Please explain

Water consumption is 100% monitored by continuous flow meters, in divisions to assess consumption trends and reduction targets.

Water recycled/reused

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

Water recycled/reused is monitored with flowmeters constantly.

(9.2.4) Please explain

Water recycled/reused is monitored with flowmeters constantly. 50594 m3 of treated water effluent was reused in processes at 2024.

The provision of fully-functioning, safely managed WASH services to all workers

(9.2.1) % of sites/facilities/operations

Select from:
☑ 100%

(9.2.2) Frequency of measurement

Select from:
☑ Continuously

(9.2.3) Method of measurement

WASH services are monitored 100% by continuous flow meters to ensure the fully functioning.

(9.2.4) Please explain

Our Code of Human Rights, Basic Working Conditions, and Corporate Responsibility requires Ford Otosan to provide a safe and healthy work environment for all employees at 100% of our sites. At existing facilities, human rights assessments are performed, and these include checking on the provision of WASH services to all workers. Human rights assessments are completed on four facilities per year.
[Fixed row]

(9.2.2) What are the total volumes of water withdrawn, discharged, and consumed across all your operations, how do they compare to the previous reporting year, and how are they forecasted to change?

Total withdrawals

(9.2.2.1) Volume (megaliters/year)

1893.01

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ About the same

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.2.4) Five-year forecast

Select from:

☑ Lower

(9.2.2.5) Primary reason for forecast

Select from:

☑ Investment in water-smart technology/process

(9.2.2.6) Please explain

The definements made for changes are; up to +-5%: About the same between +-5% and +-50%: Higher/lower Above +-50%: Much Higher There is 4% increase in water withdrawal which was was 1826.32 megaliters in 2023.

Total discharges

(9.2.2.1) Volume (megaliters/year)

691.7

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ Much higher

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.2.4) Five-year forecast

Select from:

☑ Lower

(9.2.2.5) Primary reason for forecast

Select from:

☑ Investment in water-smart technology/process

(9.2.2.6) Please explain

The definements made for changes are; up to +-5%: About the same between +-5% and +-50%: Higher/lower Above +-50%: Much Higher There is 68% increase in total water discharge which was 412.51 megaliters in 2023.

Total consumption

(9.2.2.1) Volume (megaliters/year)

1201.32

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ Lower

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.2.4) Five-year forecast

Select from:

☑ Lower

(9.2.2.5) Primary reason for forecast

Select from:

☑ Investment in water-smart technology/process

(9.2.2.6) Please explain

The definements made for changes are; up to +-5%: About the same between +-5% and +-50%: Higher/lower Above +-50%: Much Higher There is approximately 15% decrease in water consumption which was 1413.82 megaliters in 2023.
[Fixed row]

(9.2.4) Indicate whether water is withdrawn from areas with water stress, provide the volume, how it compares with the previous reporting year, and how it is forecasted to change.

(9.2.4.1) Withdrawals are from areas with water stress

Select from:

☑ Yes

(9.2.4.2) Volume withdrawn from areas with water stress (megaliters)

1365.85

(9.2.4.3) Comparison with previous reporting year

Select from:

☑ About the same

(9.2.4.4) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.4.5) Five-year forecast

Select from:

☑ Lower

(9.2.4.6) Primary reason for forecast

Select from:

☑ Investment in water-smart technology/process

(9.2.4.7) % of total withdrawals that are withdrawn from areas with water stress

72.15

(9.2.4.8) Identification tool

Select all that apply

☑ WRI Aqueduct

(9.2.4.9) Please explain

We have identified that all of our facilities in Turkey are located in highly water-stressed areas (the Marmara and Sakarya basins). The Marmara basin, where the Kocaeli and Sancaktepe facilities are located, is at high risk (40-80%); the Sakarya basin, where the Eskişehir facility is located, is at extremely high risk (>80%); and the Craiova facility in Romania is at low risk (moderate risk (above 2°C)). We project that water supply in the regions where both the Gölcük and Yeniköy facilities are located will decrease by approximately 20% compared to current water supply levels by 2040.
[Fixed row]

(9.2.7) Provide total water withdrawal data by source.

Fresh surface water, including rainwater, water from wetlands, rivers, and lakes

(9.2.7.1) Relevance

Select from:
☑ Relevant

(9.2.7.2) Volume (megaliters/year)

118.48

(9.2.7.3) Comparison with previous reporting year

Select from:
☑ Much higher

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:
☑ Facility expansion

(9.2.7.5) Please explain

There was no rainwater collection system/process in 2023. The installment and measurements have begun in fiscal year 2024.

Brackish surface water/Seawater

(9.2.7.1) Relevance

Select from:
☑ Not relevant

(9.2.7.5) Please explain

There is no brackish surface water/seawater in Ford Otosan.

Groundwater – renewable

(9.2.7.1) Relevance

Select from:
☑ Relevant

(9.2.7.2) Volume (megaliters/year)

1357.48

(9.2.7.3) Comparison with previous reporting year

Select from:
☑ About the same

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:
☑ Increase/decrease in business activity

(9.2.7.5) Please explain

Renewable Groundwater withdrawal was 1313.43 megaliters in 2023. Thus increased 3.35% in 2024.

Groundwater – non-renewable

(9.2.7.1) Relevance

Select from:
☑ Not relevant

(9.2.7.5) Please explain

There is no non-renewable groundwater withdrawal in Ford Otosan.

Produced/Entrained water

(9.2.7.1) Relevance

Select from:
☑ Not relevant

(9.2.7.5) Please explain

There is no produced/entrained water withdrawal in Ford Otosan.

Third party sources

(9.2.7.1) Relevance

Select from:
☑ Relevant

(9.2.7.2) Volume (megaliters/year)

417.07

(9.2.7.3) Comparison with previous reporting year

Select from:
☑ Much lower

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:
☑ Increase/decrease in business activity

(9.2.7.5) Please explain

Water withdrawal from 3rd party sources was 417 megaliters in 2023. The decrease have occured approximately 18.68% in 2024.

[Fixed row]

(9.2.8) Provide total water discharge data by destination.

Fresh surface water

(9.2.8.1) Relevance

Select from:
☑ Relevant

(9.2.8.2) Volume (megaliters/year)

51.13

(9.2.8.3) Comparison with previous reporting year

Select from:
☑ About the same

(9.2.8.4) Primary reason for comparison with previous reporting year

Select from:
☑ Increase/decrease in business activity

(9.2.8.5) Please explain

Discharges to fresh surface water was 48.76 megaliters in 2023. Approximately 4.86% increase have occured in 2024.

Brackish surface water/seawater

(9.2.8.1) Relevance

Select from:

☑ Not relevant

(9.2.8.5) Please explain

There is no discharge to brackish surface water/seawater in Ford Otosan

Groundwater

(9.2.8.1) Relevance

Select from:
☑ Not relevant

(9.2.8.5) Please explain

There is no discharge to groundwater in Ford Otosan

Third-party destinations

(9.2.8.1) Relevance

Select from:
☑ Relevant

(9.2.8.2) Volume (megaliters/year)

640.57

(9.2.8.3) Comparison with previous reporting year

Select from:
☑ Much higher

(9.2.8.4) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.8.5) Please explain

Discharges to 3rd party destinations was 412.51 megaliters in 2023. Approximately 55% increase have occured in 2024.
[Fixed row]

(9.2.9) Within your direct operations, indicate the highest level(s) to which you treat your discharge.

Tertiary treatment

(9.2.9.1) Relevance of treatment level to discharge

Select from:

☑ Relevant

(9.2.9.2) Volume (megaliters/year)

668.01

(9.2.9.3) Comparison of treated volume with previous reporting year

Select from:

☑ Much higher

(9.2.9.4) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.9.5) % of your sites/facilities/operations this volume applies to

Select from:

☑ 91-99

(9.2.9.6) Please explain

Our Gölcük, Yeniköy, Eskişehir and Craiova Plants have wastewater treatment plants. The treated wastewater from the Wastewater Treatment Plants at the Gölcük and Yeniköy Plants is discharged to the sewage system and the treated wastewater from the Eskişehir and Craiova Plant's Wastewater Treatment Plant is discharged to the receiving environment. Tertiary treatment was applied to 100% of our total discharges this reporting year. Wastewater is discharged in compliance with the reference values specified in the Regulation on Water Pollution Control and the Regulation on Wastewater Discharge into Sewage. Compliance with limit values is measured and ensured through regular tests. We make sure that wastewater generated in our production processes is treated before discharge. We currently have four treatment plants, one each at Gölcük, Yeniköy, Eskişehir and Craiova Plants. In these plants, we treat substances such as acid, alkaline, oil, paint, and wastewater. We also have in place an online system that continuously measures various pollution parameter s such as COD, pH, TSS, and fluoride in industrial wastewater at the discharge points of the plants. The value includes the discharged wastewater from processes.

Secondary treatment

(9.2.9.1) Relevance of treatment level to discharge

Select from:
☑ Not relevant

(9.2.9.6) Please explain

There is no secondary treatment.

Primary treatment only

(9.2.9.1) Relevance of treatment level to discharge

Select from:
☑ Not relevant

(9.2.9.6) Please explain

There is no primary treatment only.

Discharge to the natural environment without treatment

(9.2.9.1) Relevance of treatment level to discharge

Select from:

☑ Not relevant

(9.2.9.6) Please explain

There is no discarge to natural habitat without treatment in Ford Otosan.

Discharge to a third party without treatment

(9.2.9.1) Relevance of treatment level to discharge

Select from:

☑ Relevant

(9.2.9.2) Volume (megaliters/year)

23.68

(9.2.9.3) Comparison of treated volume with previous reporting year

Select from:

☑ Lower

(9.2.9.4) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.9.5) % of your sites/facilities/operations this volume applies to

Select from:

☑ 1-10

(9.2.9.6) Please explain

Discharge volume mentioned in the row belongs to Sancaktepe facility, which is an R&D center thus there is no wastewater treatment in the relevant facility.

Other

(9.2.9.1) Relevance of treatment level to discharge

Select from:
☑ Not relevant

(9.2.9.6) Please explain

There is no other treatments in Ford Otosan's facilities.
[Fixed row]

(9.2.10) Provide details of your organization’s emissions of nitrates, phosphates, pesticides, and other priority substances to water in the reporting year.

(9.2.10.1) Emissions to water in the reporting year (metric tons)

0.53

(9.2.10.2) Categories of substances included

Select all that apply
☑ Priority substances listed under the EU Water Framework Directive

(9.2.10.3) List the specific substances included

Chromium, Cadmium, Copper, Nickel, Zinc

(9.2.10.4) Please explain

The total water emissions in 2024 is 0.527 ton which consists of chromium, cadmium, copper, nickel and zinc. Wastewater containing heavy metals is produced as a result of operational activities and production processes. Depending on the production process, various pollutants may be present, and chromium, cadmium, nickel, zinc and copper are measured accordingly.
[Fixed row]

(9.3) In your direct operations and upstream value chain, what is the number of facilities where you have identified substantive water-related dependencies, impacts, risks, and opportunities?

Direct operations

(9.3.1) Identification of facilities in the value chain stage

Select from:
☑ Yes, we have assessed this value chain stage and identified facilities with water-related dependencies, impacts, risks, and opportunities

(9.3.2) Total number of facilities identified

5

(9.3.3) % of facilities in direct operations that this represents

Select from:
☑ 76-99

(9.3.4) Please explain

All our facilities in Turkey have been identified as experiencing high water stress (in the Marmara and Sakarya basins). The Marmara basin, where the Kocaeli and Sancaktepe facilities are located, experiences high water stress (40-80%); the Sakarya basin, where the Eskişehir facility is located, experiences extremely high water stress (>80%); and Craiova, Romania, experiences low water stress (moderate stress (above 2°C)). Both the Gölcük and Yeniköy facilities are located in a low water stress scenario, with water supply falling by approximately 20% compared to current water levels by 2040.

Upstream value chain

(9.3.1) Identification of facilities in the value chain stage

Select from:

☑ No, we have not assessed this value chain stage for facilities with water-related dependencies, impacts, risks, and opportunities, but we are planning to do so in the next 2 years

(9.3.4) Please explain

Ford Otosan is currently planning and working to execute risk, impact and opportunity assesments for upstream value chain in 2025.
[Fixed row]

(9.3.1) For each facility referenced in 9.3, provide coordinates, water accounting data, and a comparison with the previous reporting year.

Row 1

(9.3.1.1) Facility reference number

Select from:

☑ Facility 1

(9.3.1.2) Facility name (optional)

Gölcük Plant (from Kocaeli Plants)

(9.3.1.3) Value chain stage

Select from:

☑ Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

☑ Dependencies

☑ Impacts
☑ Risks
☑ Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:
☑ Yes, withdrawals and discharges

(9.3.1.7) Country/Area & River basin

Turkey
☑ Other, please specify :Marmara Basin

(9.3.1.8) Latitude

40.717352

(9.3.1.9) Longitude

29.851182

(9.3.1.10) Located in area with water stress

Select from:
☑ Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

732.4

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ About the same

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

0

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

752.4

(9.3.1.18) Withdrawals from groundwater - non-renewable

0

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

0

(9.3.1.21) Total water discharges at this facility (megaliters)

114.04

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:
☑ Lower

(9.3.1.23) Discharges to fresh surface water

0

(9.3.1.24) Discharges to brackish surface water/seawater

0

(9.3.1.25) Discharges to groundwater

0

(9.3.1.26) Discharges to third party destinations

114.04

(9.3.1.27) Total water consumption at this facility (megaliters)

638.36

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:
☑ Higher

(9.3.1.29) Please explain

The water withdrawal in Gölcük facility in 2023 was 754.62 megaliters. The decrease between 2023 and 2024 is approximately 0.29%.

Row 2

(9.3.1.1) Facility reference number

Select from:
☑ Facility 2

(9.3.1.2) Facility name (optional)

Yeniköy Plant

(9.3.1.3) Value chain stage

Select from:

☑ Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:

☑ Yes, withdrawals and discharges

(9.3.1.7) Country/Area & River basin

Turkey

☑ Other, please specify :Marmara

(9.3.1.8) Latitude

40.717352

(9.3.1.9) Longitude

29.851182

(9.3.1.10) Located in area with water stress

Select from:

☑ Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

394.12

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Higher

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

0

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

394.12

(9.3.1.18) Withdrawals from groundwater - non-renewable

0

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

0

(9.3.1.21) Total water discharges at this facility (megaliters)

140.24

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

☑ Much higher

(9.3.1.23) Discharges to fresh surface water

0

(9.3.1.24) Discharges to brackish surface water/seawater

0

(9.3.1.25) Discharges to groundwater

0

(9.3.1.26) Discharges to third party destinations

140.24

(9.3.1.27) Total water consumption at this facility (megaliters)

253.88

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

☑ Higher

(9.3.1.29) Please explain

The water withdrawal in Yeniköy facility in 2023 was 274.1 megaliters. The increase between 2023 and 2024 is approximately 44%.

Row 3

(9.3.1.1) Facility reference number

Select from:

☑ Facility 3

(9.3.1.2) Facility name (optional)

Sancaktepe R&D Center and Spare Part Distribution Center

(9.3.1.3) Value chain stage

Select from:

☑ Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:

☑ Yes, withdrawals and discharges

(9.3.1.7) Country/Area & River basin

Turkey
☑ Other, please specify :Marmara

(9.3.1.8) Latitude

40.974679

(9.3.1.9) Longitude

29.23206

(9.3.1.10) Located in area with water stress

Select from:
☑ Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

27.49

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:
☑ About the same

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

0

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

19.1

(9.3.1.18) Withdrawals from groundwater - non-renewable

0

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

8.38

(9.3.1.21) Total water discharges at this facility (megaliters)

23.68

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

☑ Lower

(9.3.1.23) Discharges to fresh surface water

0

(9.3.1.24) Discharges to brackish surface water/seawater

0

(9.3.1.25) Discharges to groundwater

0

(9.3.1.26) Discharges to third party destinations

23.68

(9.3.1.27) Total water consumption at this facility (megaliters)

3.8

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:
☑ Much higher

(9.3.1.29) Please explain

The water withdrawal in Sancaktepe facility in 2023 was 27.96 megaliters. The decrease between 2023 and 2024 is approximately 1.68%.

Row 4

(9.3.1.1) Facility reference number

Select from:
☑ Facility 4

(9.3.1.2) Facility name (optional)

Eskişehir Plant

(9.3.1.3) Value chain stage

Select from:
☑ Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply
☑ Dependencies

☑ Impacts
☑ Risks
☑ Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:
☑ Yes, withdrawals and discharges

(9.3.1.7) Country/Area & River basin

Turkey
☑ Sakarya

(9.3.1.8) Latitude

39.842081

(9.3.1.9) Longitude

30.121566

(9.3.1.10) Located in area with water stress

Select from:
☑ Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

191.85

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Lower

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

0

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

191.85

(9.3.1.18) Withdrawals from groundwater - non-renewable

0

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

0

(9.3.1.21) Total water discharges at this facility (megaliters)

51.13

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:
☑ About the same

(9.3.1.23) Discharges to fresh surface water

51.13

(9.3.1.24) Discharges to brackish surface water/seawater

0

(9.3.1.25) Discharges to groundwater

0

(9.3.1.26) Discharges to third party destinations

0

(9.3.1.27) Total water consumption at this facility (megaliters)

140.72

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:
☑ Lower

(9.3.1.29) Please explain

The water withdrawal in Eskişehir facility in 2023 was 266.28 megaliters. The decrease between 2023 and 2024 is approximately 27.95%.

Row 5

(9.3.1.1) Facility reference number

Select from:
☑ Facility 5

(9.3.1.2) Facility name (optional)

Craiova Plant

(9.3.1.3) Value chain stage

Select from:

☑ Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:

☑ Yes, withdrawals and discharges

(9.3.1.7) Country/Area & River basin

Zimbabwe

☑ Other, please specify :Jiu Water Basin

(9.3.1.8) Latitude

44.56454

(9.3.1.9) Longitude

23.90432

(9.3.1.10) Located in area with water stress

Select from:

☑ No

(9.3.1.13) Total water withdrawals at this facility (megaliters)

408.69

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Lower

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

0

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

0

(9.3.1.18) Withdrawals from groundwater - non-renewable

0

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

408.69

(9.3.1.21) Total water discharges at this facility (megaliters)

386.29

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

☑ Much higher

(9.3.1.23) Discharges to fresh surface water

0

(9.3.1.24) Discharges to brackish surface water/seawater

0

(9.3.1.25) Discharges to groundwater

0

(9.3.1.26) Discharges to third party destinations

386.29

(9.3.1.27) Total water consumption at this facility (megaliters)

22.4

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

☑ Much lower

(9.3.1.29) Please explain

The water withdrawal in Craiova facility in 2023 was 503.37 megaliters. The decrease between 2023 and 2024 is approximately 18.81%.
[Add row]

(9.3.2) For the facilities in your direct operations referenced in 9.3.1, what proportion of water accounting data has been third party verified?

Water withdrawals – total volumes

(9.3.2.1) % verified

Select from:
☑ 76-100

(9.3.2.2) Verification standard used

GDS 3000

Water withdrawals – volume by source

(9.3.2.1) % verified

Select from:
☑ 76-100

(9.3.2.2) Verification standard used

GDS 3000

Water withdrawals – quality by standard water quality parameters

(9.3.2.1) % verified

Select from:
☑ Not verified

(9.3.2.3) Please explain

The process water used in production must meet operational quality standards; for this reason, it is measured and analyzed monthly in the labs of Ford Otosan facilities.

Water discharges – total volumes

(9.3.2.1) % verified

Select from:

☑ 76-100

(9.3.2.2) Verification standard used

GDS 3000

Water discharges – volume by destination

(9.3.2.1) % verified

Select from:

☑ Not verified

(9.3.2.3) Please explain

Wastewater is discharged into the treatment plants in our facilities, then ending by either water media directly or the municipal treatment plant. However, these processes are not verified by a third-party auditor. We aim to obtain verification in the coming years.

Water discharges – volume by final treatment level

(9.3.2.1) % verified

Select from:

☑ Not verified

(9.3.2.3) Please explain

Wastewater is discharged into the treatment plants in our facilities, then ending by either water media directly or the municipal treatment plant. However, these processes are not verified by a third-party auditor. We aim to obtain verification in the coming years.

Water discharges – quality by standard water quality parameters

(9.3.2.1) % verified

Select from:

☑ Not verified

(9.3.2.3) Please explain

Wastewater is discharged into the treatment plants in our facilities, then ending by either water media directly or the municipal treatment plant. However, these processes are not verified by a third-party auditor. We aim to obtain verification in the coming years.

Water consumption – total volume

(9.3.2.1) % verified

Select from:

☑ 76-100

(9.3.2.2) Verification standard used

GDS 3000
[Fixed row]

(9.5) Provide a figure for your organization’s total water withdrawal efficiency.

(9.5.1) Revenue (currency)

16892089554.36

(9.5.2) Total water withdrawal efficiency

8923402.18

(9.5.3) Anticipated forward trend

We have a target to reduce fresh water consumption per vehicle in facilities by 40%. Therefore, total water withdrawal efficiency will improve in the future.
[Fixed row]

(9.13) Do any of your products contain substances classified as hazardous by a regulatory authority?

	Products contain hazardous substances	Comment
	Select from: ☑ No	*None of our products contain substances classified as hazardous by a regulatory authority.*

[Fixed row]

(9.14) Do you classify any of your current products and/or services as low water impact?

(9.14.1) Products and/or services classified as low water impact

Select from:
☑ Yes

(9.14.2) Definition used to classify low water impact

We recognize that fresh water resources are vital for continuity of life and we engage in various activities in this field. At Ford Otosan, we recognize the conservation of water resources through efficient management as one of our key responsibilities. Therefore, we address water risks as an essential part of sustainability management. In this regard, we aim to reduce fresh water use per vehicle by 40% by 2030 through the water recovery projects implemented at the Gölcük, Yeniköy and Eskişehir Plants. These projects will pave the way to building a wastewater recovery system that will enable the reuse of treated wastewater and effluents (such as the treatment plant's existing effluent, domestic wastewater, backwash water, cooling tower blowdown water, etc.) in the production process. The project, already in progress for the Gölcük and Yeniköy Plants, will be deployed in 2024. As a result, the Kocaeli Plants are projected reach a recycling rate of 40% by 2025. As part of the new investments at the Yeniköy Plant, a Gray Water Recovery System will be built, expected to outperform the relevant targets. We recycle the water in the cooling towers at the Gölcük and Yeniköy Plants and with reverse osmosis at the Yeniköy Plant. Additionally, we reuse the water at the Eskişehir Plant with the help of closed-loop cooling towers. 3 Wet&Dry Scrubber Projects in Yeniköy Plant have enabled the elimination of environmentally harmful toxic chemicals, with the use of lead-free paint and chromium (+6)-free phosphating chemicals. Dry Scrubber project offers an environmentally friendly solution by eliminating the need for water and chemicals in the process and preventing the generation of paint sludge waste.

(9.14.4) Please explain

A roadmap was created to reduce the amount of fresh water used in the Gölcük and Yeniköy manufacturing sites by 40% by 2030. Projects for recovering wastewater were included in this roadmap with plans to establish systems for the recovery of various effluents. Ford Otosan has continuously been working on long term solutions to minimize the impact by acting responsibly.
[Fixed row]

(9.15) Do you have any water-related targets?

Select from:
☑ Yes

(9.15.1) Indicate whether you have targets relating to water pollution, water withdrawals, WASH, or other water-related categories.

	Target set in this category	Please explain
Water pollution	*Select from:*	*We don't have water pollution related target but we plan to within two years.*

	Target set in this category	Please explain
	☑ No, but we plan to within the next two years	
Water withdrawals	*Select from:* ☑ Yes	*Rich text input [must be under 1000 characters]*
Water, Sanitation, and Hygiene (WASH) services	*Select from:* ☑ No, but we plan to within the next two years	*We don't have Water, Sanitation and Hygiene related target but we plan to within two years.*
Other	*Select from:* ☑ No, and we do not plan to within the next two years	*We do not have any other water-related targets.*

[Fixed row]

(9.15.2) Provide details of your water-related targets and the progress made.

Row 1

(9.15.2.1) Target reference number

Select from:

☑ Target 1

(9.15.2.2) Target coverage

Select from:

☑ Country/area/region

(9.15.2.3) Category of target & Quantitative metric

Water withdrawals

☑ Reduction in withdrawals per product

(9.15.2.4) Date target was set

12/31/2018

(9.15.2.5) End date of base year

12/30/2019

(9.15.2.6) Base year figure

3.01

(9.15.2.7) End date of target year

12/30/2030

(9.15.2.8) Target year figure

1.81

(9.15.2.9) Reporting year figure

2.99

(9.15.2.10) Target status in reporting year

Select from:

☑ Revised

(9.15.2.11) % of target achieved relative to base year

2

(9.15.2.12) Global environmental treaties/initiatives/ frameworks aligned with or supported by this target

Select all that apply

☑ Sustainable Development Goal 6

(9.15.2.13) Explain target coverage and identify any exclusions

We recognize that fresh water resources are vital for continuity of life and plan to launch recycling projects at the Gölcük, Yeniköy and Eskişehir plants to reduce the use of fresh water per vehicle in these facilities by 40% by 2030.

(9.15.2.14) Plan for achieving target, and progress made to the end of the reporting year

In line with our long-term commitment to water conservation, we are working toward our goal of reducing fresh water use per vehicle by 40% by 2030, using 2019 as the baseline year. To support this target, we are launching wastewater recovery projects and planning the installation of systems that will integrate with treatment facilities to enable the reuse of various wastewater streams.

(9.15.2.16) Further details of target

In 2025, we aim to obtain the ISO 14046 Water Footprint Verification Certificate, which will support the review of our water strategy and help us identify the production stages with the greatest water consumption impact. At our Gölcük and Yeniköy Plants, we are implementing projects to recover multiple types of wastewater, including treated water from existing facilities, domestic wastewater, backwash water, and blowdown water from cooling towers. These recovery systems are designed to reuse treated water directly in production processes, reducing overall demand for fresh water. We aim to recover 40% of the wastewater per vehicle at our Kocaeli Plants, with plans to invest in new technologies such as the Grey Water Recovery System at the Yeniköy Plant. Wastewater recovery projects initiated in the Gölcük, Yeniköy, and Eskişehir Plants are planned to be completed by 2025.
[Add row]

C10. Environmental performance - Plastics

(10.1) Do you have plastics-related targets, and if so what type?

(10.1.1) Targets in place

Select from:

☑ Yes

(10.1.2) Target type and metric

Plastic goods/products

☑ Reduce the total weight of plastics in our goods/products

Other

☑ Other, please specify :Eliminate the single-use plastics from personal use

(10.1.3) Please explain

Regarding waste and circular economy, we have committed to fully implementing a zero-waste policy in the regular storage areas within our operations by 2030. These projects aim to expand the use of sustainable plastics in our trucks and showcase Ford Trucks' leadership in innovative materials and sustainable design in the heavy commercial vehicle market. We focus on material and color development studies for more than 10 visible and non-visible parts, totaling 15 kilograms, to create cost advantages. These efforts support our commitments in this area through annual targets and action plans, aiming to reduce the use of high-emission plastic products and transition to sustainable plastics. At the same time, we are shaping a significant roadmap to reduce environmental impacts and contribute to a more sustainable automotive industry. We focus on material and color development studies for more than 10 visible and non-visible parts, totaling 15 kilograms, to create cost advantages. These efforts support our commitments in this area through annual targets and action plans, aiming to reduce the use of high-emission plastic products and transition to sustainable plastics. At the same time, we are shaping a significant roadmap to reduce environmental impacts and contribute to a more sustainable automotive industry. We are also implementing a key innovation in the IP Cluster Bezel component. By incorporating isosorbide-based polycarbonate (PC) derived from industrial corn waste, we have achieved a bio-based material ratio of over 50%. This advancement helps us reduce both our carbon footprint and production costs. In heavy commercial vehicle groups, the trials and material development processes for sustainable plastics reinforced with natural fibers and additives such as recycled, bio-based jute, rice and nut shells are carried out with partner suppliers.
[Fixed row]

(10.2) Indicate whether your organization engages in the following activities.

Production/commercialization of plastic polymers (including plastic converters)

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

Ford Otosan is not involved in any activities related to the production or commercialization of plastic polymers, including plastic converters.

Production/commercialization of durable plastic goods and/or components (including mixed materials)

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

Ford Otosan is not involved in any activities related to the production or commercialization of durable plastics goods or components, including mixed materials.

Usage of durable plastics goods and/or components (including mixed materials)

(10.2.1) Activity applies

Select from:

☑ Yes

(10.2.2) Comment

As an Automotive OEM Ford Otosan using durable Engineering plastics for all of its vehicles to support at least 10 years of vehicle lifecycles.

Production/commercialization of plastic packaging

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

Ford Otosan is not involved in any activities related to the production or commercialization of plastics packaging.

Production/commercialization of goods/products packaged in plastics

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

Ford Otosan is not involved in any activities related to the production or commercialization of goods or products packaged in plastics.

Provision/commercialization of services that use plastic packaging (e.g., food services)

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

Ford Otosan is not involved in any activities related to the provision or commercialization of services that use plastic packaging.

Provision of waste management and/or water management services

(10.2.1) Activity applies

Select from:

☑ Yes

(10.2.2) Comment

Working toward the "zero waste to landfills target by 2030," we engage in various studies and partnerships. Since the traditional landfill method does not align with our goals, we considered the options of recycling and obtaining energy from waste depending on the conditions of the landfill locations where our domestic waste is sent. To increase awareness across the entire ecosystem, waste management seminars were organized with dealer employees in attendance. Various activities and partnerships are ongoing to completely eliminate single-use plastics from personal consumption. Most of the products within this scope have already been discontinued. Launched in July 2022, this project marked the first use of 50% recycled plastic in the Lower Leg Stiffener, a critical safety component in mid-segment commercial vehicles. This change reduced the carbon footprint by 22.2%, preventing 571.8 tons of CO2 emissions, equivalent to the environmental benefit of 22,874 trees. By switching to domestically produced and recycled Mafill CR HT 6344 material, we also reduced import dependency, cut costs by 14%, and generated €280,000 in annual savings. The part is now in serial production for V710 and J74 vehicles, and the project was named a finalist in the Plastics Recycling Show Europe 2024, highlighting its impact on our sustainability goals. In heavy commercial vehicle groups, the trials and material development processes for sustainable plastics reinforced with natural fibers and additives such as recycled, bio-based jute, rice and nut shells carried out with partner suppliers. Regarding water management, we continue to work on reducing the use of clean water at all our locations. We created a Water Supply Action Plan against drought risks. We identified the water stress risk values of our locations using the WRI Aqueduct "Global Water Risk Mapping Atlas," which maps future water risks.

Provision of financial products and/or services for plastics-related activities

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

Ford Otosan is not involved in any activities related to the provision of financial products or services for plastic-related activities.

Other activities not specified

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

Ford Otosan is not involved in any other activities.
[Fixed row]

C11. Environmental performance - Biodiversity

(11.2) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

(11.2.1) Actions taken in the reporting period to progress your biodiversity-related commitments

Select from:

☑ Yes, we are taking actions to progress our biodiversity-related commitments

(11.2.2) Type of action taken to progress biodiversity- related commitments

Select all that apply

☑ Land/water management

☑ Species management

☑ Law & policy

[Fixed row]

(11.3) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
	Select from: ☑ Yes, we use indicators	*Select all that apply* ☑ Other, please specify :Species management

[Fixed row]

(11.4) Does your organization have activities located in or near to areas important for biodiversity in the reporting year?

	Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity	Comment
Legally protected areas	*Select from:* ☑ No	*Ford Otosan does not have any activities in legally protected areas that are important for biodiversity.*
UNESCO World Heritage sites	*Select from:* ☑ No	*Ford Otosan does not have any activities in UNESCO World Heritage sites that are important for biodiversity.*
UNESCO Man and the Biosphere Reserves	*Select from:* ☑ No	*Ford Otosan does not have any activities in UNESCO Man and the Biosphere that are important for biodiversity.*
Ramsar sites	*Select from:* ☑ No	*Ford Otosan does not have any activities in Ramsar sites that are important for biodiversity.*
Key Biodiversity Areas	*Select from:* ☑ No	*Ford Otosan does not have any activities in Key Biodiversity Areas that are important for biodiversity.*
Other areas important for biodiversity	*Select from:* ☑ No	*Ford Otosan does not have any activities in other areas important for biodiversity.*

[Fixed row]

C13. Further information & sign off

(13.1) Indicate if any environmental information included in your CDP response (not already reported in 7.9.1/2/3, 8.9.1/2/3/4, and 9.3.2) is verified and/or assured by a third party?

	Other environmental information included in your CDP response is verified and/or assured by a third party
	Select from: ☑ Yes

[Fixed row]

(13.1.1) Which data points within your CDP response are verified and/or assured by a third party, and which standards were used?

Row 1

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Climate change

☑ Water

(13.1.1.2) Disclosure module and data verified and/or assured

Identification, assessment, and management of dependencies, impacts, risks, and opportunities

☑ All data points in module 2

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000

(13.1.1.4) Further details of the third-party verification/assurance process

Published in the Official Gazette No. 32414(M) on December 29, 2023, the Turkish Sustainability Reporting Standards (TSRS), issued by the Public Oversight Authority (KGK), became effective for reporting periods starting on or after January 1, 2024. As Ford Otosan meets the relevant threshold criteria, it is subject to TSRS reporting requirements. Accordingly, Ford Otosan has prepared its first TSRS-compliant Sustainability Report for 2024 in line with TSRS 1 and TSRS 2, covering climate governance, strategy, risks and opportunities, and performance metrics. The report, approved by the Board of Directors, has undergone mandatory assurance, and key data such as emissions and water footprint have been verified by an independent third party

(13.1.1.5) Attach verification/assurance evidence/report (optional)

ford-otosan-tsrs-compliant-sustainability-report-2024.pdf

Row 2

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Climate change

☑ Water

(13.1.1.2) Disclosure module and data verified and/or assured

Disclosure of risks and opportunities

☑ All data points in module 3

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000

(13.1.1.4) Further details of the third-party verification/assurance process

Published in the Official Gazette No. 32414(M) on December 29, 2023, the Turkish Sustainability Reporting Standards (TSRS), issued by the Public Oversight Authority (KGK), became effective for reporting periods starting on or after January 1, 2024. As Ford Otosan meets the relevant threshold criteria, it is subject to TSRS reporting requirements. Accordingly, Ford Otosan has prepared its first TSRS-compliant Sustainability Report for 2024 in line with TSRS 1 and TSRS 2, covering climate governance, strategy, risks and opportunities, and performance metrics. The report, approved by the Board of Directors, has undergone mandatory assurance, and key data such as emissions and water footprint have been verified by an independent third party

(13.1.1.5) Attach verification/assurance evidence/report (optional)

ford-otosan-tsrs-compliant-sustainability-report-2024.pdf

Row 3

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Climate change

☑ Water

(13.1.1.2) Disclosure module and data verified and/or assured

Governance

☑ All data points in module 4

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000

(13.1.1.4) Further details of the third-party verification/assurance process

Published in the Official Gazette No. 32414(M) on December 29, 2023, the Turkish Sustainability Reporting Standards (TSRS), issued by the Public Oversight Authority (KGK), became effective for reporting periods starting on or after January 1, 2024. As Ford Otosan meets the relevant threshold criteria, it is subject to TSRS reporting requirements. Accordingly, Ford Otosan has prepared its first TSRS-compliant Sustainability Report for 2024 in line with TSRS 1 and TSRS 2, covering climate governance, strategy, risks and opportunities, and performance metrics. The report, approved by the Board of Directors, has undergone mandatory assurance, and key data such as emissions and water footprint have been verified by an independent third party

(13.1.1.5) Attach verification/assurance evidence/report (optional)

ford-otosan-tsrs-compliant-sustainability-report-2024.pdf

Row 4

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Climate change

☑ Water

(13.1.1.2) Disclosure module and data verified and/or assured

Business strategy

☑ All data points in module 5

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000

(13.1.1.4) Further details of the third-party verification/assurance process

Published in the Official Gazette No. 32414(M) on December 29, 2023, the Turkish Sustainability Reporting Standards (TSRS), issued by the Public Oversight Authority (KGK), became effective for reporting periods starting on or after January 1, 2024. As Ford Otosan meets the relevant threshold criteria, it is subject to

TSRS reporting requirements. Accordingly, Ford Otosan has prepared its first TSRS-compliant Sustainability Report for 2024 in line with TSRS 1 and TSRS 2, covering climate governance, strategy, risks and opportunities, and performance metrics. The report, approved by the Board of Directors, has undergone mandatory assurance, and key data such as emissions and water footprint have been verified by an independent third party

(13.1.1.5) Attach verification/assurance evidence/report (optional)

ford-otosan-tsrs-compliant-sustainability-report-2024.pdf
[Add row]

(13.3) Provide the following information for the person that has signed off (approved) your CDP response.

(13.3.1) Job title

Corporate Communication and Sustainability Leader

(13.3.2) Corresponding job category

Select from:
☑ Chief Sustainability Officer (CSO)
[Fixed row]

(13.4) Please indicate your consent for CDP to share contact details with the Pacific Institute to support content for its Water Action Hub website.

Select from:
☑ No