

C0. Introduction

C0.1

(C0.1) Give a general description and introduction to your organization.

Aptiv is a leading global technology and mobility company primarily serving the automotive sector. We design and manufacture vehicle components and provide electrical, electronic and active safety technology solutions to the global automotive and commercial vehicle markets, creating the software and hardware foundation for vehicle features and functionality. We enable and deliver end-to-end smart mobility solutions, active safety and autonomous driving technologies and provide enhanced user experience and connected services. Our Advanced Safety and User Experience segment is focused on providing the necessary software and advanced computing platforms, and our Signal and Power Solutions segment is focused on providing the requisite networking architecture required to support the integrated systems in today's complex vehicles. Together, our businesses develop the 'brain' and the 'nervous system' of increasingly complex vehicles, providing integration of the vehicle into its operating environment.

C0.2

(C0.2) State the start and end date of the year for which you are reporting data.

	Start date	End date	Indicate if you are providing emissions data for past reporting years	Select the number of past reporting years you will be providing emissions data for
Reporting year	January 1 2021	December 31 2021	No	<Not Applicable>

C0.3

(C0.3) Select the countries/areas in which you operate.

- Austria
- Brazil
- China
- Czechia
- France
- Germany
- Honduras
- Hungary
- India
- Indonesia
- Ireland
- Italy
- Malaysia
- Mexico
- Morocco
- North Macedonia
- Poland
- Portugal
- Republic of Korea
- Romania
- Russian Federation
- Serbia
- Singapore
- Spain
- Sweden
- Tunisia
- Turkey
- United Kingdom of Great Britain and Northern Ireland
- United States of America

C0.4

(C0.4) Select the currency used for all financial information disclosed throughout your response.

USD

C0.5

(C0.5) Select the option that describes the reporting boundary for which climate-related impacts on your business are being reported. Note that this option should align with your chosen approach for consolidating your GHG inventory.

Operational control

C0.8

(C0.8) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

Indicate whether you are able to provide a unique identifier for your organization	Provide your unique identifier
Yes, an ISIN code	JE00B783TY65

C1. Governance

C1.1

(C1.1) Is there board-level oversight of climate-related issues within your organization?

Yes

C1.1a

(C1.1a) Identify the position(s) (do not include any names) of the individual(s) on the board with responsibility for climate-related issues.

Position of individual(s)	Please explain
Board-level committee	At Board level, our Sustainability Committee, made up of cross-functional executive sponsors and team leads, educates the Executive Leadership Team on sustainability topics and shares best practices across the global enterprise. On a quarterly basis, Environment Health & Safety (EH&S) and Sustainability activities updates (e.g performance against environmental targets such as reduction in greenhouse gas emissions through emissions reduction activities) are presented to the committee which includes Aptiv's environmental metrics, greenhouse gas emissions and energy consumption status, in addition to reduction related activities. In 2021, the Board-level-committee was actively involved in preparing and promoting the plan that ensures that all of our direct operations in 44 countries are 100 percent powered by renewable energy by 2030.

C1.1b

(C1.1b) Provide further details on the board's oversight of climate-related issues.

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Scheduled – all meetings	<ul style="list-style-type: none"> Reviewing and guiding strategy Reviewing and guiding major plans of action Reviewing and guiding risk management policies Reviewing and guiding annual budgets Setting performance objectives Monitoring implementation and performance of objectives Monitoring and overseeing progress against goals and targets for addressing climate-related issues 	<Not Applicable>	The Committee's oversight of these programs includes reviewing and monitoring (i) existing and proposed regulatory requirements and legislation that may have a material impact on the Company's business and operations; and (ii) any material litigation, regulatory or other compliance issues related to EH&S and Sustainability. These meetings are conducted monthly and all important topics are addressed and discussed including climate change. On a quarterly basis, EH&S and Sustainability activities updates (e.g performance against environmental targets such as reduction in greenhouse gas emissions through emissions reduction activities) are presented to the committee which includes Aptiv's environmental metrics, greenhouse gas emissions and energy consumption status, in addition to energy and carbon reduction related activities.

C1.1d

(C1.1d) Does your organization have at least one board member with competence on climate-related issues?

	Board member(s) have competence on climate-related issues	Criteria used to assess competence of board member(s) on climate-related issues	Primary reason for no board-level competence on climate-related issues	Explain why your organization does not have at least one board member with competence on climate-related issues and any plans to address board-level competence in the future
Row 1	No, but we plan to address this within the next two years	<Not Applicable>	Judged to be unimportant, explanation provided	Sustainability at Aptiv is driven from the top by our Board and CEO and is embedded at every level of Aptiv. The Board has delegated to the Nominating and Governance Committee oversight of management's handling of ESG matters of importance to the Company, including risks, policies, strategies and programs. In addition, the Nominating and Governance Committee reviews the goals the Company establishes with respect to ESG matters and its progress against those goals, as well as the Company's Sustainability Report. The Nominating and Governance Committee ensures that the other Committees of the Board, as appropriate, receive updates relevant to their continuing oversight on specific ESG topics that otherwise fall within the charter of those Committees. Board members objective is to improve climate change competence in the following years, mean while Aptiv has sustainability and ESG teams that report climate related topics to the Board.

C1.2

(C1.2) Provide the highest management-level position(s) or committee(s) with responsibility for climate-related issues.

Name of the position(s) and/or committee(s)	Reporting line	Responsibility	Coverage of responsibility	Frequency of reporting to the board on climate-related issues
Chief Operating Officer (COO)	<Not Applicable>	Both assessing and managing climate-related risks and opportunities	<Not Applicable>	Annually

C1.2a

(C1.2a) Describe where in the organizational structure this/these position(s) and/or committees lie, what their associated responsibilities are, and how climate-related issues are monitored (do not include the names of individuals).

Overall responsibility for managing climate changes issues, including the Environment Health & Safety-Goals, GHG emissions reduction targets, promoting of worldwide sustainability policies and sharing of best practices among the global company, is placed at operative level, with the the COO (Chief Operating Officer) being the ultimate responsible for climate related issues. Climate is fully integrated in Aptiv's steering and governance, and so the COO has this responsibility and reports to the (Chair) of the Board of directors.

In his role, the COO is responsible for implementing and overseeing measures designed by the Board-Level-Committee and decided by the Board. The COO and the Committee engage in regular quarterly meetings, that aim at monitoring both the process of implementing of measures as well as performance of already fully implemented measures. KPIs to measure both progress and performance of measures include CO2 equivalent emissions intensity by number of employees.

C1.3

(C1.3) Do you provide incentives for the management of climate-related issues, including the attainment of targets?

	Provide incentives for the management of climate-related issues	Comment
Row 1	Yes	Climate-related issues are a factor that influences on the annual bonus of all employees with executive roles, which roughly totals some 300 people within the global organization.

C1.3a

(C1.3a) Provide further details on the incentives provided for the management of climate-related issues (do not include the names of individuals).

Entitled to incentive	Type of incentive	Activity incentivized	Comment
Executive officer	Monetary reward	Emissions reduction target Efficiency project	Some 300 executive managers within Aptiv have their annual bonuses influenced by, among other things, factors tied to climate-related issues. Those factors are based on clear-emission reduction targets linked with the overall SBTi of Aptiv and evaluated on an annual basis. Furthermore, energy- and water consumption reduction are incentivized within the overall cost-reduction incentive.

C2. Risks and opportunities

C2.1

(C2.1) Does your organization have a process for identifying, assessing, and responding to climate-related risks and opportunities?

Yes

C2.1a

(C2.1a) How does your organization define short-, medium- and long-term time horizons?

	From (years)	To (years)	Comment
Short-term	0	1	Aligned to our financial planning and footprint calculation.
Medium-term	1	3	This is aligned with our financial planning process: Forecast revenue, adjusted operating income and cash flow. It also takes into account the footprint calculation.
Long-term	3	5	This is aligned with our financial planning process: Revenue forecast of all product lines out 5 years and beyond 5 years for key growth businesses. It also takes into account the footprint calculation.

C2.1b

(C2.1b) How does your organization define substantive financial or strategic impact on your business?

Aptiv assesses substantive financial or strategic impact on our business not on group but on site level. This risk management process takes into account the impact on revenue, the impact on financial loss recovery, the climate stability/ instability as well as the geopolitical risks of the location. Thus, climate related risks are an inherent factor of our risk assessment.

The risk management system is based on a scale going from 1 – 5, with the latter being the highest, hence implying the highest risks. Due to site differences, the numbers may vary, overall we can nevertheless say that we consider any impact above 500,000\$ within the highest risk categories.

C2.2

(C2.2) Describe your process(es) for identifying, assessing and responding to climate-related risks and opportunities.

Value chain stage(s) covered

Direct operations

Risk management process

Integrated into multi-disciplinary company-wide risk management process

Frequency of assessment

More than once a year

Time horizon(s) covered

Short-term

Medium-term

Long-term

Description of process

Climate-related risk management is integrated into our multi-disciplinary company-wide risk management process through Aptiv's Enterprise Risk Management (ERM) process. The objective of this procedure is to identify and control risks to ensure the positive business development of the organization and effective risk reporting, in compliance with laws and regulations. The process used to determine which climate-related risks and opportunities could have a substantive financial or strategic impact onto our direct operations and consists of two parts: Part 1 IDENTIFICATION: Both bottom-up and top-down processes are used to identify climate-related risks and opportunities. - All risks and opportunities (including climate-related) are identified and assessed by regional Teams using the ISO14001 certified Risk Priority Number (RPN) System. The majority of risks are identified using three attributes, (i) magnitude of loss (\$ value), (ii) likelihood of occurrence, and (iii) timeframe / urgency. Overall, we have 100+ risks cataloged for which mitigation activities are in place. - At group level a top-down approach is also applied, whereby a team consisting of internal and external experts develop a set of indicators and standards, that are applied for the yearly assessments on site level, hence ensure consistency. An example for this type of internal standard would be the Environmental Aspect Evaluation which is based on ISO standards. Part 2 ASSESSMENT: The effect of revenue-related risks and opportunities on EBIT are estimated by the local responsibilities and are assessed on group-level if their impacts are likely to pass the site-individual defined threshold level, generally \$500,000. All inherent risks and opportunities above this financial impact are to be reported to the global ERC-Committee. For risk and opportunities below the threshold, the local EHS team determines which risks need to be mitigated, once the assessment completed. For this task, a written procedure has been established at the corporate level to consider every aspect of the mitigation plan. This document is called "Environmental, Health, Safety, Sustainability and Energy Objectives and Plans Review of Significant Risks-Aspects." This document includes several categories (such as cost savings, technology to use...) in order to consider the stakes for the company and for external stakeholders. Both, on local and global level, the Process for responding to climate related R/Os follows roughly the following process: After climate related R/Os have been identified and assessed, they are prioritized according to impact, likelihood and potential influence on net sales. There are different ways to treat risks: 1. Avoid risks with a high likelihood and high impact by stopping specific activities. 2. Reduce risks with a high likelihood but low impact by mitigation measures. 3. Transfer risks with low likelihood but high impact by insurance, outsourcing, etc. 4. Accept risk with low likelihood and low impact, if the cost to mitigate risk is higher than cost to bear the risk. Decisions need to be made which way of treatment should be applied. Basically, we mitigate risks if the respective measures lead to a strengthening outcome for our core business, e.g., through energy savings or diversification of sourced materials and suppliers. If mitigation measures are not possible for substantive risks but an insurance is available – e.g., for acute climate risks – we make use of this and transfer respective risks. If both options are not possible to realize we accept and control the risks. Our typical management method in regard to transitional risks is to reduce their impact by reduction of our energy consumption and carbon footprint in a systematic way. For instance, in order to manage the energy portfolio, Aptiv designated a team of energy specialists to advise, train and manage the energy portfolio of Aptiv's stationary global footprint. In turn, the realized energy reductions have resulted in carbon emission reductions that Aptiv is tracking and evaluating through a global database. The engagement of Supply chain Management (SCM) as well as logistics, product engineering, and manufacturing have come together to drive common sustainability strategies. As far as climate-related opportunities are concerned, among other things, Aptiv conducts environmental potential assessments when looking for new sites, in order to determine the potential for direct PPAs or other types of on-site generation.

C2.2a

(C2.2a) Which risk types are considered in your organization's climate-related risk assessments?

	Relevance & inclusion	Please explain
Current regulation	Relevant, always included	As a globally operating company that is subject to a broad range of locally different regulatory requirements relating to climate change, Aptiv considers it vital to continuously monitor and assess regulatory risks. This task is carried out both by Aptiv's Government Relation Team as well as our Compliance Unit. For instance, in 2021 the Mexican Government proposed a constitutional amendment of articles 25, 27 and 28, which would have given the Mexican Government a quasi preeminence over the power sector, leaving very few autonomy to private utilities. The proposal has been rejected in 2022 and the final financial impact would have been difficult to be assessed, but with a total consumption of 204 GWh in our Mexican factories and a projected price increase of 17% in case the proposal would have gone through, as anticipated by several experts, the impact for Aptiv would have been significant.
Emerging regulation	Relevant, always included	Even though the majority of the monitoring is spent on current regulation, emerging regulation monitoring plays a fundamental part for Aptiv due to the global extension as well as the nature of our activities. Thus, we pay special attention to emerging energy and vehicle's regulations in particular, but also to any other type of legislation that might impact directly our activities and business. For instance, we monitored since the very beginning the drafting work around the Rules to Enhance and Standardize Climate-Related Disclosures for Investors, proposed by the U.S Security and Exchange Commission (SEC), which tightens significantly the rules on disclosure on ESG topics for companies. Even though the direct cost impact of compliance with the new regulation was relatively low, around some 200K\$ for external insurance and consulting, the need to update the data system to be fully compliant might cost around 1M\$ per year on the long run.
Technology	Relevant, always included	The fact that worldwide EV sales have doubled year over year in 2021 to 6.6 million units shows impressively, that the automotive industry is rapidly being reshaped by increasing consumer demand for new sustainable mobility solutions. Technology is therefore at the core business for Aptiv and it is important for us to ensure that the technology we deliver to our customers is aligned with the latest trends and also provides high-efficiency. This topic is monitored through our Enterprise Risk Committee where the risks and opportunities of new technologies are discussed at regular intervals. Among others, the outcomes of this meetings led to the development of Aptiv's Smart Vehicle Architecture™ approach, that does not only eliminate the extra wiring weight that is added when an ICE architecture is converted to a BEV architecture but also saves an additional 8 percent of wiring weight, 600 cut leads and more than 900 meters of wiring. Also, last year we created next-generation charging inlets with active cooling to handle up to 55% more charging power and reduce charging time by as much as 37% compared to passive-cooled options.
Legal	Relevant, sometimes included	Failure to comply with local laws or regulations, including environmental regulation, litigation or other liabilities, might result in possible production interruptions due to investigations on site as well as in fines. For example, if Aptiv had failed to comply with Mexico's "Law for the Use of Renewable Energies and Financing the Energy Transition", that requires companies to source green energy and ultimately reach 13.9% of renewable energy in the total energy mix by 2022, this could have triggered sanctions.
Market	Relevant, always included	Since Market is probably the main business driver for all Tier 1 suppliers, the company's strategy in this area is vetted by the board and the CEO himself. All the members of the Enterprise Risk Committee directly report to the CEO, hence ensuring that Aptiv CEO knows all the significant risks inherent to the company. With consciousness around climate change increasing year-on-year, electrification and autonomous vehicles continue to be the top trends identified by the ERC. In order to defend APTIV's position among the leading OEMs in this sector, the company has decided to boost investing into further EV and autonomous driving research, with those two stakes making up a very large part in the overall \$1.4 billion dollars that we spend on R&D in 2021.
Reputation	Relevant, always included	According to the IEA, combined emissions of Passenger Road Vehicles and Road Freight Vehicles totalized six gigatons in 2021, highlighting once again the part that the automotive industry plays in the energy transition and the corresponding reputation risk. Aptiv's response to that reputational risk consists in further investing into our carbon-emission neutral mobility solutions and support our clients on the way to their respective decarbonization goals. The fact that Aptiv's high-voltage bookings reached \$3.5 billion in 2021 underlines again our solid reputation as a sustainable supplier. Furthermore, to meet the needs of future EVs, we began research on using recycled copper for high-voltage cables in some applications.
Acute physical	Relevant, always included	As a globally operating OEM, Aptiv is potentially exposed to extreme weather events having the potential to disrupt our own production but also our supply chain. Several years ago one of our plants was flooded, the financial impact of this event was evaluated at 41M\$. This cost includes the loss of material, tools, employees' wages and the cost of the relocation program to compensate the lack of production. In order to mitigate that risk, we have conducted assessment on sites that we deemed particularly exposed to acute physical risks. Based on the outcomes of those assessments, we have implanted infrastructural changes, such as flood control systems and barriers.
Chronic physical	Relevant, always included	We always assess chronic physical risks and longer-term shifts in climate patterns in the regular meetings of Aptiv's Enterprise Risk committee. A particular material point for Aptiv is water scarcity, since roughly 45% of our sites are implemented in water scarce area As a preventive measure we have set a more aggressive water reduction targets for the whole group, resulting in reduced water consumption by 7% in high-risk areas, well above 2% goal. As well we achieved more than 80% average compliance with water management best practices across all manufacturing sites not located in high-risk areas.

C2.3

(C2.3) Have you identified any inherent climate-related risks with the potential to have a substantive financial or strategic impact on your business?

Yes

C2.3a

(C2.3a) Provide details of risks identified with the potential to have a substantive financial or strategic impact on your business.

Identifier

Risk 1

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Acute physical	Heavy precipitation (rain, hail, snow/ice)
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Primary potential financial impact

Decreased revenues due to reduced production capacity

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

Aptiv runs 127 manufacturing facilities and 12 major technical centres in 46 countries, employing more than 190,000 people. Being ourselves part of the global supply chain of the biggest car manufacturers in the world as well as being responsible for our own vast supply-chain eco-system, Aptiv is highly reliant on the just-in-time method. While this method guarantees utmost efficiency, it also increases vulnerability towards external events. Since climate-related risks have a very high disruption potential, extreme weather events are not only an inherent part of our overall risk-assessment matrix, but also the most important one, with its weighting coming in at 50%, compared to 20% for site revenues, 20% recovery time and 10% geopolitical aspects. As such, we rate the likelihood of occurrences of river floods, flash floods, wildfire, tropical cyclones, tornados and earth quakes on a scale from 1 – 100. Those specific ratings inform the overall extreme weather assessment, which uses a scale from 1 – 5, with the letter being the highest. In 2021, we had identified 12 of our sites as under very high weather risk, with revenues of the sites totalizing 3.925 B\$, which is roughly 25% of our overall revenue.

Time horizon

Medium-term

Likelihood

Very likely

Magnitude of impact

Medium-high

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

76000000

Potential financial impact figure – minimum (currency)

<Not Applicable>

Potential financial impact figure – maximum (currency)

<Not Applicable>

Explanation of financial impact figure

For Aptiv, a severe risks means seven days or more of complete business interruption. With overall 3.925 B\$ of our revenue being exposed to high climate risk, a severe impact on the totality of this revenue part would thus come in at $(3.925 \text{ B}\$/365) \times 7$, which is roughly 76M\$. However, with this risk being spread over three countries on two different continents, we judge a simultaneous occurrence as not very likely, hence this figure is a potential risk spread over several years.

Cost of response to risk

1020000

Description of response and explanation of cost calculation

The Winter Outbreak that occurred on Valentine's Week 2021 brought not only snow, sleet, and freezing rain to North Mexico, but also extreme cold temperatures that lasted for several days. The Storm strained the power grids in northern Mexico, leading to cascading blackouts for 4.7 million homes and businesses. Temperatures as low as $-18 \text{ }^\circ\text{C}$ ($0 \text{ }^\circ\text{F}$) were recorded, as shortages of natural gas led to blackouts in Nuevo León, Coahuila, Tamaulipas, and Chihuahua. Running one technical center and 7 out of its 13 Mexican factories in the Area, Aptiv had been significantly impacted by this extreme weather event. In order to assure the health and safety of its employees as well as the continuity of the activities, Aptiv had to act quickly, following the established protocols for this type of circumstances. With keen support of the global ERC-Committee, local site managers immediately assured logistics for crucial items, as for instance emergency generators and the corresponding fuels, space heaters, salt for defrosting, as well as for overtime-pay for extra hours of mitigation efforts. While for one single factory, mitigation costs totalized roughly 85K\$, the combined efforts helped to limit the economic impact of the event to some 50\$K. Taking into account that in total the storm caused some 1.5B\$ of damage to the Mexican economy, Aptiv considers its mitigation efforts as rather successful. Taking this case as a starting point to quantify our global mitigation needs for this type of weather event on our 12 sites in climate-risk circumstances, we would hence come up with $12 \times 85,000\$ = 1,020,000\$$.

Comment

C2.4

(C2.4) Have you identified any climate-related opportunities with the potential to have a substantive financial or strategic impact on your business?

Yes

C2.4a

(C2.4a) Provide details of opportunities identified with the potential to have a substantive financial or strategic impact on your business.

Identifier

Opp1

Where in the value chain does the opportunity occur?

Downstream

Opportunity type

Products and services

Primary climate-related opportunity driver

Development of new products or services through R&D and innovation

Primary potential financial impact

Increased revenues through access to new and emerging markets

Company-specific description

The fact that worldwide EV sales have doubled year over year in 2021 to 6.6 million units shows impressively, that the automotive industry is rapidly being reshaped by increasing consumer demand for new sustainable mobility solutions. Technology is therefore at the core business for Aptiv and it is important for us to ensure that the technology we deliver to our customers is aligned with the latest trends and also provides high-efficiency. In order to fully benefit from this opportunity, we increased our spending in R&D by 8% in 2021 to 1.4B\$, thanks to what we managed to increase the number of patents and protective rights by 800 to a total of 8,500. As an example, Aptiv's Signal and Power Solutions Revenues, a segment which is crucial in electric vehicle development, reached \$6.6 billion in 2021, hence counting for 42% of our global revenues.

Time horizon

Long-term

Likelihood

Very likely

Magnitude of impact

Medium-high

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

<Not Applicable>

Potential financial impact figure – minimum (currency)

5500000000

Potential financial impact figure – maximum (currency)

7110000000

Explanation of financial impact figure

The above provided figures cover the overall range of our Signal and Power Solutions Revenues, a crucial sector for EV-mobility, over the last two years. In 2020, revenues decreased from 6.6 B\$ the previous year to 5.5B\$, mainly because of covid. Giving the exceptional nature of this impact, we consider this figure as the worst case lower bottom line in case other exceptional events might happen, hence the minimum financial impact figure in this case. Regarding the maximum impact, we excluded the exceptional year 2020 and concentrated on 2019 and 2020, period during which our Signal and Power Solutions Revenues increased by 1.5%, from 6.5 to 6.6B\$. Maintaining this conservative growth figure over a five-year time horizon, our financial long term horizon, we would come up with $6.6B\$(1+1.5/100)^5=7.11B\%$

Cost to realize opportunity

320000000

Strategy to realize opportunity and explanation of cost calculation

An important part of Aptiv's strategy to realise the opportunity consists of the so called co-investing, which associates several stakeholders, for instance OEMs and government agencies around a same project. In the past, we have often incurred the initial cost of engineering, designing and developing automotive component parts in order to recover the investments over time. This has nevertheless not always proven to be the best method, especially with EV-carmaking increasing even more overall complexity and requiring even more speed of development. In order to mitigate that problem and to reduce risks, Aptiv decided to set up a way of combining forces that would create win-win situations for both peers from the industry as well as government agencies that seek to foster the technological leadership of their respective countries. While co-investing means better resources and less risk for one single peer, it nevertheless also means a higher complexity when it comes to coordinating activities and canalize efforts. In order to do so, Aptiv set up the so called Technology Advisory Council, a panel of prominent global technology thought leaders, who guide and coordinate the co-investment efforts in a coherent and future-driven manner. Currently, Aptiv's co-investments vary from year-to-year, but they are generally in the range of 20% to 30% of engineering expenses, thus around 320M\$ in 2021. It was also thanks to the technical advancements obtained through those co-investments, that Aptiv could win a major EV-tender for a Scandinavian car producer in 2021.

Comment

C3. Business Strategy

C3.1

(C3.1) Does your organization's strategy include a transition plan that aligns with a 1.5°C world?

Row 1

Transition plan

No, but our strategy has been influenced by climate-related risks and opportunities, and we are developing a transition plan within two years

Publicly available transition plan

<Not Applicable>

Mechanism by which feedback is collected from shareholders on your transition plan

<Not Applicable>

Description of feedback mechanism

<Not Applicable>

Frequency of feedback collection

<Not Applicable>

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

<Not Applicable>

Explain why your organization does not have a transition plan that aligns with a 1.5°C world and any plans to develop one in the future

Aptiv has not implemented yet any transition plan, because we are still missing elements, especially regarding the scenario analysis. We are nevertheless planning to finalize the plan this year and start validation next year.

Explain why climate-related risks and opportunities have not influenced your strategy

<Not Applicable>

C3.2

(C3.2) Does your organization use climate-related scenario analysis to inform its strategy?

	Use of climate-related scenario analysis to inform strategy	Primary reason why your organization does not use climate-related scenario analysis to inform its strategy	Explain why your organization does not use climate-related scenario analysis to inform its strategy and any plans to use it in the future
Row 1	No, but we anticipate using qualitative and/or quantitative analysis in the next two years	Important but not an immediate priority	The TCFD recommendations are the first climate related recommendations accepted by all sectors and companies. Before the TCFD, climate change scenarios varied according to every referential area. It is for this reason we didn't initially create scenarios, until a common referential had been created that we were sure incorporated Aptiv's current and future activities as well as satisfied the requirements of our supplier and customer chain. Indeed, we didn't want stakeholders to be misled by a climate change scenario, which wasn't accepted by every stakeholders. Aptiv plans to perform its climate related scenarios in the second half of 2022 and will disclose the associated results in the following CDP climate change disclosure year, this ambitions also aligns with Aptiv recent commitment to the Science-Based Target Initiative. These scenarios will be performed with the support of an external partner who will bring its expertise. Even though we have not worked on climate change scenarios previously, we have implemented policies and action plans to tackle climate change and address the consequences of it. These policies will be adjusted, if necessary, based on the result of the climate change scenarios. In 2020, we published for the first time our sustainability report aligned with the Global Reporting Initiative and SASB . In this report, we released our new sustainability strategy and this strategy features concrete actions (ISO50001 certification, sourcing of renewable electricity) to tackle climate change. This strategy includes among other things a new greenhouse gas reduction target and a commitment to source renewable electricity.

C3.3

(C3.3) Describe where and how climate-related risks and opportunities have influenced your strategy.

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	Magnitude of Impact : High. Time horizon: short, medium term. Continuously increasing societal and environmental consciousness among consumers have led us to identify three "mega-trends" (the internal word we use to describe macro-projections), among which the most important one is the "Green" one. This trend designates technologies designed to help reduce emissions, increase fuel economy, minimize the environmental impact of vehicles, as well as our general portfolio of solutions for electric vehicles. As our investment track-record shows, Aptiv started to respond quite early to this trend. Already in 2019 and 2020, we invested \$333 million in accretive bolt-on acquisition, Dynawave and Gabocom which expanded the end-market diversification of our Signal & Power Solutions segment which produces Aptiv electrification product lines. In 2021, we continued in this direction, which is underlined by the fact that Aptiv's high-voltage bookings reached \$3.5 billion in 2021.
Supply chain and/or value chain	Yes	Magnitude of Impact: Low. Time horizon: Short time. Supply Chains in the automotive component supply industry are traditionally subjected to a high amount of pressure. Common pain points include raw material and labour issues as well as disruptions caused by the highly complex "just-in-time" method. Hence already vulnerable to disruptions, any additional climate-related problem has the potential to trigger further interruptions and complications. Additionally, as we grow in best cost countries, where mitigation-infrastructure is traditionally less developed, the risk for such disruptions is heightened. As a strategic response to that risk, our Enterprise Risk Committee decided to implement enhanced supply chain resilience. This decision resulted in the development of a digital twin of our end-to-end supplier and customer network, providing Aptiv with the ability to "look around the corner" in real time to identify and proactively plan for supply chain risks. With this technology-led approach, Aptiv can achieve upstream visibility into the supply chain, anticipate disruptions, optimize costs and design products to reduce future supply chain risks. Additionally, Aptiv deployed sustainability training videos to 100% of key direct suppliers.
Investment in R&D	Yes	Magnitude of Impact : High. Time horizon: Medium term. According to Aptiv's understanding, R&D is the key to a climate neutral world, which is one of the reasons why we decided to increase our spending in this area by 7.7% last year (which includes approximately \$320 million of co-investment by customers and government agencies). We have a team of approximately 18,900 scientists, engineers and technicians focused on developing leading product solutions for our key markets, located at 12 major technical centers in China, Germany, India, Mexico, Poland, Singapore and the United States. With our proven technical expertise, we own/hold approximately 8,500 patents and protective rights as of December 31, 2021, we continuously long for improvements, especially as far as fuel and greenhouse gas reductions are concerned, which already resulted more than 100 million tons of vehicle emissions saved in 2021. In order to align green R&D investment even better with our overall strategical orientations, we commissioned our internal Technology Advisory Council to coordinate and provide thought leadership in this area. One of the main projects of the council consists in managing and developing "open innovation", hence the collaboration with peers in the industry, government agencies and academic institutions to make our products safer, more connected and greener. For instance, last year we created next-generation charging inlets with active cooling to handle up to 55% more charging power and reduce charging time by as much as 37% compared to passive-cooled options.
Operations	Yes	Magnitude of Impact : Medium. Time horizon: Medium term. We are increasingly subject to the requirements of National and sub-national jurisdictions that cover air emissions, water discharge, hazardous materials and waste management. As a strategic response to those challenges, Aptiv decided on a multilayer approach. For instance, we certified all Aptiv manufacturing sites to the ISO 14001 international standard for measuring and improving an organization's environmental impact. We also achieved 100% renewable electricity at all sites in Ireland and Germany, advancing toward our goal of sourcing 100% renewable energy globally by 2030. Regarding waste reduction, we reached 87% waste recycling rate, exceeding our 2025 goal, even with increased waste from personal protective equipment (PPE) and other COVID-19 challenges. Last but not least, we assess increasingly the potential for on-site production, which already resulted in Solar panel installation projects at various Aptiv sites that prevented a total of 1,700 tons of CO2 production in 2021. For instance, one of our facilities in Portugal generated 700,000 kWh of solar power since it went live last April, eliminating about 137 tons of CO2 production and saving the plant around \$40,000 per year.

C3.4

(C3.4) Describe where and how climate-related risks and opportunities have influenced your financial planning.

	Financial planning elements that have been influenced	Description of influence
Row 1	Revenues Indirect costs	Revenues . Magnitude of Impact : High. Time Horizon : Medium Term. In 2021, Aptiv reached a 15% growth over market. This increase was largely driven by overall sustainability trends, with customers setting new requirements for their suppliers, such as products with lower emissions or lower impact on the environment. For instance, Aptiv's high-voltage bookings reached \$3.5 billion in 2021, led by our expertise in high-speed data and especially in high-power electrical distribution systems. We believe this trend towards electrification products will only grow stronger in the following years, and as Aptiv has developed and expanded its electrification portfolio, we believe this demand will increase our revenues. Additionally, we see a similar growth potential in the autonomous vehicle market, where forecasts (e.g. PWC study) predict a growth from 22B\$ to 142B\$ the 2035 horizon. Indirect costs . Magnitude of Impact: Medium. Time Horizon : Short term. Our operations are already impacted by climate change and we believe that they will further be in the future. For example, climate change related legislation such as Mexico's Law on renewable energy sourcing or expensive emission allowances caused indirect cost in electricity sourcing. But not only legislation, but climate change as well can drive our indirect costs. For example one of Aptiv's plants was flooded several years ago and the financial impact of this event was evaluated at 41M\$. More recently in 2019, one of our site in the US faced a severe weather event that resulted in flooding across the campus, a significant amount of rain fell in a very short period of time that overwhelmed the municipal storm water system and backed the water system up until it flooded the campus, resulting in \$700k of damage. In order to prevent further similar situation, the local team will look at the detention ponds and evaluate the need to enlarge them to prepare for similar events in the future and has anticipated cost of \$600k.

C4. Targets and performance

C4.1

(C4.1) Did you have an emissions target that was active in the reporting year?

Intensity target

C4.1b

(C4.1b) Provide details of your emissions intensity target(s) and progress made against those target(s).

Target reference number

Int 1

Year target was set

2019

Target coverage

Company-wide

Scope(s)

Scope 1

Scope 2

Scope 3

Scope 2 accounting method

Market-based

Scope 3 category(ies)

Category 1: Purchased goods and services

Category 2: Capital goods

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

Category 4: Upstream transportation and distribution

Category 5: Waste generated in operations

Category 6: Business travel

Category 7: Employee commuting

Category 8: Upstream leased assets

Category 9: Downstream transportation and distribution

Category 10: Processing of sold products

Category 11: Use of sold products

Category 12: End-of-life treatment of sold products

Intensity metric

Metric tons CO2e per unit FTE employee

Base year

2019

Intensity figure in base year for Scope 1 (metric tons CO2e per unit of activity)

0.104717791

Intensity figure in base year for Scope 2 (metric tons CO2e per unit of activity)

2.088834356

Intensity figure in base year for Scope 3 (metric tons CO2e per unit of activity)

50.94

Intensity figure in base year for all selected Scopes (metric tons CO2e per unit of activity)

2.24

% of total base year emissions in Scope 1 covered by this Scope 1 intensity figure

75

% of total base year emissions in Scope 2 covered by this Scope 2 intensity figure

75

% of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this Scope 3 intensity figure

75

% of total base year emissions in all selected Scopes covered by this intensity figure

75

Target year

2025

Targeted reduction from base year (%)

25

Intensity figure in target year for all selected Scopes (metric tons CO2e per unit of activity) [auto-calculated]

1.68

% change anticipated in absolute Scope 1+2 emissions

25

% change anticipated in absolute Scope 3 emissions

0

Intensity figure in reporting year for Scope 1 (metric tons CO2e per unit of activity)

0.11

Intensity figure in reporting year for Scope 2 (metric tons CO2e per unit of activity)

1.76

Intensity figure in reporting year for Scope 3 (metric tons CO2e per unit of activity)

79.64

Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)

1.86

% of target achieved relative to base year [auto-calculated]

67.8571428571429

Target status in reporting year

Achieved

Is this a science-based target?

No, but we anticipate setting one in the next 2 years

Target ambition

<Not Applicable>

Please explain target coverage and identify any exclusions

Our 2019 normalized baseline emissions was 2.19 tons of CO2 / FTE. Our intensity target is -25% therefore in 2020 we had to reach 2.08 tons of CO2 / FTE. For the reporting year 2020, we had to be at 20% of the target completion and we are 42% of this target for market-based. Detail of the calculation : $(2.19 - 1.96) / (2.19 - 1.65) = 42\%$. The completion of the target can be explain by the spin-off of our former powertrain segment and the implementation of energy efficiency project. We intend to disclose a new Greenhouse gas emissions target in 2020, when we release our new sustainability strategy. However, in the meantime we have a 2% reduction YOY independently from the -30% target. The 25% in the box "% change anticipated in absolute Scope 1+2 emissions" is the percentage of change in absolute emission between the baseline year (2019) and target year (2025).

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

<Not Applicable>

List the emissions reduction initiatives which contributed most to achieving this target

Power Purchase Agreement - PPA, Energy Efficiency, ISO 50001 Certifications and Fossil Fuel Electrification

C4.2

(C4.2) Did you have any other climate-related targets that were active in the reporting year?

Net-zero target(s)

C4.2c

(C4.2c) Provide details of your net-zero target(s).

Target reference number

NZ1

Target coverage

Company-wide

Absolute/intensity emission target(s) linked to this net-zero target

Int1

Target year for achieving net zero

2040

Is this a science-based target?

No, but we anticipate setting one in the next 2 years

Please explain target coverage and identify any exclusions

By 2040, Aptiv aims to become carbon neutral, across the 3 scopes (<https://www.apativ.com/en/insights/article/our-commitment-to-building-a-sustainable-future>). We have committed to the Science Based Target Initiative in January 2021 and therefore have 24 months to set our SBT.

Do you intend to neutralize any unabated emissions with permanent carbon removals at the target year?

Unsure

Planned milestones and/or near-term investments for neutralization at target year

<Not Applicable>

Planned actions to mitigate emissions beyond your value chain (optional)

C4.3

(C4.3) 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.

Yes

C4.3a

(C4.3a) 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 (only for rows marked *)
Under investigation	2	293958
To be implemented*	1	43168
Implementation commenced*	1	0
Implemented*	2	9929
Not to be implemented	0	0

C4.3b

(C4.3b) Provide details on the initiatives implemented in the reporting year in the table below.

Initiative category & Initiative type

Low-carbon energy consumption	Hydropower (capacity unknown)
-------------------------------	-------------------------------

Estimated annual CO2e savings (metric tonnes CO2e)

8571

Scope(s) or Scope 3 category(ies) where emissions savings occur

Scope 2 (market-based)

Voluntary/Mandatory

Voluntary

Annual monetary savings (unit currency – as specified in C0.4)

181761

Investment required (unit currency – as specified in C0.4)

0

Payback period

<1 year

Estimated lifetime of the initiative

6-10 years

Comment

Germany Renewable PPA

Initiative category & Initiative type

Low-carbon energy generation	Solar PV
------------------------------	----------

Estimated annual CO2e savings (metric tonnes CO2e)

1358

Scope(s) or Scope 3 category(ies) where emissions savings occur

Scope 2 (market-based)

Voluntary/Mandatory

Voluntary

Annual monetary savings (unit currency – as specified in C0.4)

0

Investment required (unit currency – as specified in C0.4)

0

Payback period

<1 year

Estimated lifetime of the initiative

6-10 years

Comment

C4.3c

(C4.3c) What methods do you use to drive investment in emissions reduction activities?

Method	Comment
Compliance with regulatory requirements/standards	Operations within Europe and throughout other global countries are facing regulatory drivers to encourage and in some instances, require emissions reduction activities. In Portugal and Poland, for instance, where following energy audits (European energy audit directive) our sites had to implement the requirements given by the auditing firm.
Dedicated budget for energy efficiency	Since 2000, Aptiv's energy team has been identifying energy efficiency opportunities. The team has utilized global training sessions, site energy assessments and energy sharing strategies across regions and divisions. Business Units EHS directors validate the achievement of established goals. There is a dedicated global budget for these resources.
Dedicated budget for low-carbon product R&D	Aptiv's portfolio has a significant number of products that provide low carbon solutions for our customer base. Driven by regulatory requirements, customer demands, consumer needs, and technical advancements, Aptiv has an annual dedicated R&D budget over \$1.3B for the development of products including green products.
Employee engagement	Aptiv has an annual global sustainability awards that supports and encourages employee participation in identifying solutions on a number of issues, including energy and carbon reductions. Projects are submitted for evaluation and have included such suggestions as daylight harvesting, more effective lighting alternatives and heating and cooling solutions.
Internal incentives/recognition programs	Aptiv's manufacturing sites have to reduce their scope 2 emissions by 2% year on year and therefore decreases their energy consumption. By reaching this target the local team get incentives.
Partnering with governments on technology development	Aptiv continues to work with governmental agencies on the advancement of green technology and the advancement of green strategies within the automotive sector. In 2020, \$303 million of our R&D budget was dedicated to co-investment with government agencies and customers.
Other (Collaboration with energy providers)	Aptiv is collaborating with renewable energy providers in identifying cost effective measures to source renewable energy opportunities. In Ireland this process has resulted in significant carbon offsets associated with hydro and wind power, as well as financial incentives.

C4.5

(C4.5) Do you classify any of your existing goods and/or services as low-carbon products?

No

C5. Emissions methodology

C5.1

(C5.1) Is this your first year of reporting emissions data to CDP?

No

C5.1a

(C5.1a) 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?

Row 1

Has there been a structural change?

No

Name of organization(s) acquired, divested from, or merged with

<Not Applicable>

Details of structural change(s), including completion dates

<Not Applicable>

C5.1b

(C5.1b) 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?	Details of methodology, boundary, and/or reporting year definition change(s)
Row 1	No	<Not Applicable>

C5.2

(C5.2) Provide your base year and base year emissions.

Scope 1

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

17069

Comment

Aptiv has chosen 2019 as it's Baseline-Year.

Scope 2 (location-based)

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

346879

Comment

Aptiv's GHG emission reduction target is scope 1&2 market-based.

Scope 2 (market-based)

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

340480

Comment

Reported in CDP 2020

Scope 3 category 1: Purchased goods and services

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

3924773

Comment

Reported in CDP 2020

Scope 3 category 2: Capital goods

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

339949

Comment

Reported in CDP 2020

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

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

111743

Comment

Reported in CDP 2020

Scope 3 category 4: Upstream transportation and distribution

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

237910

Comment

Reported in CDP 2020

Scope 3 category 5: Waste generated in operations

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

39080

Comment

Reported in CDP 2020

Scope 3 category 6: Business travel

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

28694

Comment

Reported in CDP 2020

Scope 3 category 7: Employee commuting

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

317732

Comment

Reported in CDP 2020

Scope 3 category 8: Upstream leased assets

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

0

Comment

Reported in CDP 2020

Scope 3 category 9: Downstream transportation and distribution

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

214478

Comment

Reported in CDP 2020

Scope 3 category 10: Processing of sold products

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

120115

Comment

Reported in CDP 2020

Scope 3 category 11: Use of sold products

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

2907217

Comment

Reported in CDP 2020

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

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

57725

Comment

Reported in CDP 2020

Scope 3 category 13: Downstream leased assets

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

0

Comment

Reported in CDP 2020

Scope 3 category 14: Franchises

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

0

Comment

Reported in CDP 2020

Scope 3 category 15: Investments

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

3983

Comment

Reported in CDP 2020

Scope 3: Other (upstream)

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

0

Comment

Reported in CDP 2020

Scope 3: Other (downstream)

Base year start

January 1 2019

Base year end

December 31 2019

Base year emissions (metric tons CO2e)

0

Comment

Reported in CDP 2020

C5.3

(C5.3) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

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

C6. Emissions data

C6.1

(C6.1) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

Reporting year

Gross global Scope 1 emissions (metric tons CO2e)

18389

Start date

<Not Applicable>

End date

<Not Applicable>

Comment

Emissions refer to reporting year 2021. Scope 1 emissions externally validated by EY.

C6.2

(C6.2) Describe your organization's approach to reporting Scope 2 emissions.

Row 1

Scope 2, location-based

We are reporting a Scope 2, location-based figure

Scope 2, market-based

We are reporting a Scope 2, market-based figure

Comment

Aptiv's GHG emission reduction target is scope 1&2 market-based, but we report both.

C6.3

(C6.3) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

Reporting year

Scope 2, location-based

306587

Scope 2, market-based (if applicable)

296672

Start date

<Not Applicable>

End date

<Not Applicable>

Comment

Emissions refer to reporting year 2021. Scope 1 emissions externally validated by EY.

C6.4

(C6.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1 and Scope 2 emissions that are within your selected reporting boundary which are not included in your disclosure?

Yes

C6.4a

(C6.4a) Provide details of the sources of Scope 1 and Scope 2 emissions that are within your selected reporting boundary which are not included in your disclosure.

Source

Diesel in emergency power generators and LPG used in some manufacturing plants canteen

Relevance of Scope 1 emissions from this source

Emissions are not relevant

Relevance of location-based Scope 2 emissions from this source

No emissions excluded

Relevance of market-based Scope 2 emissions from this source (if applicable)

No emissions excluded

Explain why this source is excluded

Emissions are less than 1% of total scope 1 and 2 Emissions

Estimated percentage of total Scope 1+2 emissions this excluded source represents

1

Explain how you estimated the percentage of emissions this excluded source represents

Monthly sites records

C6.5

(C6.5) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

4205260

Emissions calculation methodology

Spend-based method

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

29.56

Please explain

This source comprises of emissions related to the production (extraction , processing ..) of inputs (goods and services) purchased by Aptiv.

Capital goods

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO2e)

346459

Emissions calculation methodology

Spend-based method

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

2.44

Please explain

An average emission factor of capital goods was calculated at 530 kgCO2e / (€'000) amortized. This value was calculated using ADEME monetary factors, with the assumption that Aptiv's amortization and depreciation expenses are split equally between buildings construction (360 kgCO2e / €'000), and purchases of machinery and equipment (700 kgCO2e / €'000).

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

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO2e)

123976

Emissions calculation methodology

Fuel-based method

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

0.87

Please explain

Aptiv measures its energy consumption, by energy source (gas, fuel oil, electricity ...). • These consumptions were organized into relevant categories and an upstream emission factor was applied to each category. • For electricity consumption, an upstream emission factor per country was applied. It takes into account fuels upstream emissions, electrical losses for each country and infrastructure.

Upstream transportation and distribution

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO2e)

347107

Emissions calculation methodology

Spend-based method

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

2.44

Please explain

Emissions related to: 1. the transportation of goods purchased (e.g. transport of plastic materials, from production centers to the company's factory). 2. transportation and distribution services of Aptiv's sold products if paid by Aptiv. Aptiv collects information on its freight expenses over the year distinguishing upstream and downstream freight transport.

Waste generated in operations

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO2e)

7198

Emissions calculation methodology

Waste-type-specific method

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

0.05

Please explain

This item comprises emissions related to the transport, storage and treatment of waste generated by Aptiv's operations. • Aptiv tracks the amounts of waste generated by its operations per product category and type of waste treatment. • An emission factor was applied to each waste category

Business travel

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO2e)

6902

Emissions calculation methodology

Spend-based method

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

0.05

Please explain

This source comprises emissions related to business trips taken by Aptiv employees (e.g. an employee traveling by train to go to a conference.) • Aptiv tracks and collects its expenses related to business trips per mode of transportation (personal car, air, car rental, etc.) • A monetary emission factor was applied to each category/mode of transportation

Employee commuting

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO2e)

323565

Emissions calculation methodology

Spend-based method

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

2.27

Please explain

This item takes into account emissions related to employees travel from and to their worksites. • It was considered that each Aptiv employee travels a distance of 15 km from home to get to work (source: CGDD) • It was considered that every Aptiv employee travels by car to get to his workplace (conservative hypothesis) • It has been assumed that each Aptiv employee goes to work on every working day of the reporting year (conservative hypothesis).

Upstream leased assets

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO2e)

0

Emissions calculation methodology

Spend-based method

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

0

Please explain

Not Applicable

Downstream transportation and distribution

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO₂e)

93421

Emissions calculation methodology

Spend-based method

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

0.66

Please explain

This category includes emissions that occur in the reporting year from transportation and distribution of products sold by Aptiv between its operations and the end consumer, if not paid for by Aptiv. • Aptiv collects information on its downstream freight expenses over the year and the share of these expenses in total expenses related to the transportation of its sold products (paid by Aptiv or its clients) • Total expenses, not paid by Aptiv, related to the transportation and distribution of Aptiv's sold product were calculated using these two values. • A monetary emission factor was applied per mode of transportation

Processing of sold products

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO₂e)

5369874

Emissions calculation methodology

Hybrid method

Methodology for indirect use phase emissions, please specify (Aptiv's customer list, an emission intensity (tCO₂e/ vehicle produced) related to vehicle assembly was calculated per car manufacturer. Emissions related to vehicle assembly are included in Aptiv customers scope 1 & 2 emissions.)

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

37.75

Please explain

• It was considered that emissions from the processing of products sold by Aptiv account for a portion of emissions emitted during the assembly of vehicles equipped with Aptiv products. Emissions related to vehicle assembly are included in Aptiv customers scope 1 & 2 emissions. • Thus, from Aptiv's customer list, an emission intensity (tCO₂e/ vehicle produced) related to vehicle assembly was calculated per car manufacturer. • The average assembly intensity (tCO₂e/ vehicle produced) was calculated using these intensities per car manufacturer weighted by each manufacturer's share in Aptiv sales. • This average was then multiplied by the number of vehicles equivalent to Aptiv's sold products in terms of mass to obtain total emissions from this source

Use of sold products

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO₂e)

3074931

Emissions calculation methodology

Methodology for indirect use phase emissions, please specify (• It was considered that emissions from the use of products sold by Aptiv account for a portion of emissions that occur during the use of vehicles equipped with Aptiv products over their lifetime.)

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

21.62

Please explain

• It was considered that emissions from the use of products sold by Aptiv account for a portion of emissions that occur during the use of vehicles equipped with Aptiv products over their lifetime. • The number of vehicles equivalent, in terms of mass, to products sold by Aptiv was calculated by dividing total mass of Aptiv products by the average weight of a vehicle. • This number was then multiplied by the average performance of an equipped vehicle to obtain total emissions from this source.

End of life treatment of sold products

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO₂e)

6879

Emissions calculation methodology

Spend-based method

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

0.05

Please explain

This category includes emissions from the waste disposal and treatment of products sold by Aptiv at the end of their life

Downstream leased assets

Evaluation status

Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

• Since Aptiv doesn't lease any assets/products to its clients, this item is not applicable. • Since Aptiv doesn't have franchises, this item is not applicable

Franchises

Evaluation status

Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

Aptiv does not have any franchises

Investments

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO2e)

3161

Emissions calculation methodology

Spend-based method

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

0.02

Please explain

• Emissions are estimated from Aptiv's amount of investment in non-consolidated companies. • Since non-consolidated affiliates are mostly non-listed companies that have an industrial activity similar to Aptiv's, a monetary ratio representative of the automotive sector is applied on the amount of Aptiv's investments

Other (upstream)

Evaluation status

Not relevant, calculated

Emissions in reporting year (metric tons CO2e)

0

Emissions calculation methodology

Spend-based method

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

0

Please explain

N/A

Other (downstream)

Evaluation status

Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)

<Not Applicable>

Emissions calculation methodology

<Not Applicable>

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

<Not Applicable>

Please explain

No applicable

C-CG6.6

(C-CG6.6) Does your organization assess the life cycle emissions of any of its products or services?

	Assessment of life cycle emissions	Comment
Row 1	Yes	To better understand the environmental profile of our products, including their carbon footprint, we have performed formal Life Cycle Assessments (LCAs), following ISO14040/44 standard, on three of our products, one per business unit.

C-CG6.6a

(C-CG6.6a) Provide details of how your organization assesses the life cycle emissions of its products or services.

	Products/services assessed	Life cycle stage(s) most commonly covered	Methodologies/standards/tools applied	Comment
Row 1	Representative selection of products/services	Cradle-to-grave	ISO 14040 & 14044	We've worked with a 3rd party to assess the environmental footprint of one product per Business Units. Aptiv manufactures thousands of part numbers and therefore this method allows to have a representation of Aptiv entire portfolio. The LCA performed are on : a radar, PODS, wiring harness/connecter.

C6.7

(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?

No

C6.10

(C6.10) 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.

Intensity figure

0.00002

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

315061

Metric denominator

unit total revenue

Metric denominator: Unit total

15618000000

Scope 2 figure used

Market-based

% change from previous year

19.31

Direction of change

Decreased

Reason for change

4.4% less GHG emissions and more revenue

C7. Emissions breakdowns

C7.1

(C7.1) Does your organization break down its Scope 1 emissions by greenhouse gas type?

No

C7.2

(C7.2) Break down your total gross global Scope 1 emissions by country/region.

Country/Region	Scope 1 emissions (metric tons CO2e)
Austria	1084
Brazil	0
China	567
France	207
Germany	1000
Honduras	0
Hungary	2187
India	0
Indonesia	0
Italy	369
North Macedonia	116
Malaysia	0
Mexico	1797
Morocco	0
Poland	347
Portugal	237
Romania	322
Serbia	135
Singapore	29
Republic of Korea	9
Spain	218
United States of America	9579
Ireland	0
Turkey	118
Tunisia	0
Russian Federation	0
Czechia	69
Sweden	0
United Kingdom of Great Britain and Northern Ireland	0

C7.3

(C7.3) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

- By business division
- By activity

C7.3a

(C7.3a) Break down your total gross global Scope 1 emissions by business division.

Business division	Scope 1 emissions (metric ton CO2e)
Electrical Distribution Systems	10224.73
Engineered Components Group	4956.038
Advanced Safety and User Experience	2231.771
Corporate	976.62

C7.3c

(C7.3c) Break down your total gross global Scope 1 emissions by business activity.

Activity	Scope 1 emissions (metric tons CO2e)
Manufacturing	16647.554
Technical centers	1177.925
Offices	494.506

C7.5

(C7.5) Break down your total gross global Scope 2 emissions by country/region.

Country/Region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Austria	3127	3127
Brazil	1714	1714
China	88253	88253
France	542	542
Germany	6907	0
Honduras	3520	3520
Hungary	8388	8388
India	14088	14088
Indonesia	438	438
Italy	1258	1258
Republic of Korea	17716	17716
North Macedonia	3054	3054
Malaysia	590	560
Mexico	71658	70806
Morocco	14649	14649
Poland	15738	15738
Portugal	2557	2419
Romania	1473	1473
Serbia	5114	5114
Singapore	10458	10458
Spain	763	0
Turkey	1126	1126
United States of America	30471	30471
Ireland	49	0
Russian Federation	757	757
Tunisia	911	911
Czechia	41	41
Sweden	26	26
United Kingdom of Great Britain and Northern Ireland	24	24

C7.6

(C7.6) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

- By business division
- By activity

C7.6a

(C7.6a) Break down your total gross global Scope 2 emissions by business division.

Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Electrical Distribution Systems	107795.623	106451.235
Engineered Components Group	124008.244	117493.482
Advanced Safety and User Experience	57767.278	55760.152
Corporate	17016.32	16966.867

C7.6c

(C7.6c) 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)
Manufacturing	275760.681	268620.398
Technical centers	26985.572	24259.58
Offices	3799.094	3749.641

C7.9

(C7.9) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Decreased

C7.9a

(C7.9a) 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 emissions (metric tons CO2e)	Direction of change	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	27842	Decreased	9	48% Increase in renewable purchased, acquired electricity or on-site generated electricity
Other emissions reduction activities		<Not Applicable>		
Divestment		<Not Applicable>		
Acquisitions		<Not Applicable>		
Mergers		<Not Applicable>		
Change in output		<Not Applicable>		
Change in methodology		<Not Applicable>		
Change in boundary		<Not Applicable>		
Change in physical operating conditions		<Not Applicable>		
Unidentified		<Not Applicable>		
Other		<Not Applicable>		

C7.9b

(C7.9b) Are your emissions performance calculations in C7.9 and C7.9a based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Market-based

C-CG7.10

(C-CG7.10) How do your total Scope 3 emissions for the reporting year compare to those of the previous reporting year?

Increased

C-CG7.10a

(C-CG7.10a) For each Scope 3 category calculated in C6.5, specify how your emissions compare to the previous year and identify the reason for any change.

Purchased goods and services

Direction of change

Increased

Primary reason for change

Other, please specify (Increase in total spending)

Change in emissions in this category (metric tons CO2e)

863150

% change in emissions in this category

25.83

Please explain

Our total net sales during the year ended December 31, 2021 were \$15.6 billion, an increase of approximately 20% compared to 2020. Our overall volumes increased 16% despite total global OEM production increases of only 2% (flat on an AWM basis) for the year ended December 31, 2021, from the unusually low 2020 production rates and despite the ongoing direct and indirect adverse impacts of the COVID-19 pandemic and worldwide semiconductor shortage on vehicle production schedules and sales volumes.

Capital goods

Direction of change

Decreased

Primary reason for change

Unidentified

Change in emissions in this category (metric tons CO₂e)

8582

% change in emissions in this category

2.42

Please explain

Our total net sales during the year ended December 31, 2021 were \$15.6 billion, an increase of approximately 20% compared to 2020. Our overall volumes increased 16% despite total global OEM production increases of only 2% (flat on an AWM basis) for the year ended December 31, 2021, from the unusually low 2020 production rates and despite the ongoing direct and indirect adverse impacts of the COVID-19 pandemic and worldwide semiconductor shortage on vehicle production schedules and sales volumes.

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

Direction of change

Increased

Primary reason for change

Unidentified

Change in emissions in this category (metric tons CO₂e)

14540

% change in emissions in this category

13.29

Please explain

Our total net sales during the year ended December 31, 2021 were \$15.6 billion, an increase of approximately 20% compared to 2020. Our overall volumes increased 16% despite total global OEM production increases of only 2% (flat on an AWM basis) for the year ended December 31, 2021, from the unusually low 2020 production rates and despite the ongoing direct and indirect adverse impacts of the COVID-19 pandemic and worldwide semiconductor shortage on vehicle production schedules and sales volumes.

Upstream transportation and distribution

Direction of change

Decreased

Primary reason for change

Unidentified

Change in emissions in this category (metric tons CO₂e)

151045

% change in emissions in this category

30.32

Please explain

Our total net sales during the year ended December 31, 2021 were \$15.6 billion, an increase of approximately 20% compared to 2020. Our overall volumes increased 16% despite total global OEM production increases of only 2% (flat on an AWM basis) for the year ended December 31, 2021, from the unusually low 2020 production rates and despite the ongoing direct and indirect adverse impacts of the COVID-19 pandemic and worldwide semiconductor shortage on vehicle production schedules and sales volumes.

Waste generated in operations

Direction of change

Decreased

Primary reason for change

Unidentified

Change in emissions in this category (metric tons CO₂e)

18142

% change in emissions in this category

71.59

Please explain

Our total net sales during the year ended December 31, 2021 were \$15.6 billion, an increase of approximately 20% compared to 2020. Our overall volumes increased 16% despite total global OEM production increases of only 2% (flat on an AWM basis) for the year ended December 31, 2021, from the unusually low 2020 production rates and despite the ongoing direct and indirect adverse impacts of the COVID-19 pandemic and worldwide semiconductor shortage on vehicle production schedules and sales volumes.

Business travel

Direction of change

Increased

Primary reason for change

Unidentified

Change in emissions in this category (metric tons CO₂e)

2080

% change in emissions in this category

43.13

Please explain

Our total net sales during the year ended December 31, 2021 were \$15.6 billion, an increase of approximately 20% compared to 2020. Our overall volumes increased 16% despite total global OEM production increases of only 2% (flat on an AWM basis) for the year ended December 31, 2021, from the unusually low 2020 production rates and despite the ongoing direct and indirect adverse impacts of the COVID-19 pandemic and worldwide semiconductor shortage on vehicle production schedules and sales volumes.

Employee commuting

Direction of change

Increased

Primary reason for change

Unidentified

Change in emissions in this category (metric tons CO₂e)

136068

% change in emissions in this category

72.57

Please explain

Our total net sales during the year ended December 31, 2021 were \$15.6 billion, an increase of approximately 20% compared to 2020. Our overall volumes increased 16% despite total global OEM production increases of only 2% (flat on an AWM basis) for the year ended December 31, 2021, from the unusually low 2020 production rates and despite the ongoing direct and indirect adverse impacts of the COVID-19 pandemic and worldwide semiconductor shortage on vehicle production schedules and sales volumes.

Upstream leased assets

Direction of change

No change

Primary reason for change

<Not Applicable>

Change in emissions in this category (metric tons CO₂e)

<Not Applicable>

% change in emissions in this category

<Not Applicable>

Please explain

There were no changes in this category

Downstream transportation and distribution

Direction of change

Decreased

Primary reason for change

Unidentified

Change in emissions in this category (metric tons CO₂e)

73979

% change in emissions in this category

44.19

Please explain

Our total net sales during the year ended December 31, 2021 were \$15.6 billion, an increase of approximately 20% compared to 2020. Our overall volumes increased 16% despite total global OEM production increases of only 2% (flat on an AWM basis) for the year ended December 31, 2021, from the unusually low 2020 production rates and despite the ongoing direct and indirect adverse impacts of the COVID-19 pandemic and worldwide semiconductor shortage on vehicle production schedules and sales volumes.

Processing of sold products

Direction of change

Increased

Primary reason for change

Change in methodology

Change in emissions in this category (metric tons CO2e)

5242580

% change in emissions in this category

999

Please explain

Change in methodology - Adjustment in methodology in 2021. New calculation in 2021 considers all customers shipments weight.

Use of sold products

Direction of change

Increased

Primary reason for change

Change in methodology

Change in emissions in this category (metric tons CO2e)

646541

% change in emissions in this category

26.62

Please explain

Change in methodology - Adjustment in methodology in 2021. Change in methodology - New calculation in 2021 considers all customers shipments weight.

End-of-life treatment of sold products

Direction of change

Decreased

Primary reason for change

Change in methodology

Change in emissions in this category (metric tons CO2e)

41581

% change in emissions in this category

85.8

Please explain

Change in methodology - Adjustment in methodology in 2021. Change in methodology - New calculation in 2021 considers all customers shipments weight.

Investments

Direction of change

Increased

Primary reason for change

Acquisitions

Change in emissions in this category (metric tons CO2e)

1000.3

% change in emissions in this category

24.04

Please explain

The increase can be explained by an increase in Volume of Purchased Goods and Services.

Other (upstream)

Direction of change

No change

Primary reason for change

<Not Applicable>

Change in emissions in this category (metric tons CO2e)

<Not Applicable>

% change in emissions in this category

<Not Applicable>

Please explain

There were no changes in this category

C8. Energy

C8.1

(C8.1) What percentage of your total operational spend in the reporting year was on energy?

More than 0% but less than or equal to 5%

C8.2

(C8.2) 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)	Yes
Consumption of purchased or acquired electricity	Yes
Consumption of purchased or acquired heat	No
Consumption of purchased or acquired steam	No
Consumption of purchased or acquired cooling	No
Generation of electricity, heat, steam, or cooling	Yes

C8.2a

(C8.2a) Report your organization's energy consumption totals (excluding feedstocks) in MWh.

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	Unable to confirm heating value	0	82291	82291
Consumption of purchased or acquired electricity	<Not Applicable>	30309	721220	751529
Consumption of purchased or acquired heat	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired steam	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired cooling	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	2818	<Not Applicable>	2818
Total energy consumption	<Not Applicable>	33126	803511	836638

C8.2b

(C8.2b) 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	No
Consumption of fuel for the generation of heat	Yes
Consumption of fuel for the generation of steam	No
Consumption of fuel for the generation of cooling	No
Consumption of fuel for co-generation or tri-generation	No

C8.2c

(C8.2c) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Other biomass

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Other renewable fuels (e.g. renewable hydrogen)

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Coal

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Oil

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Gas

Heating value

LHV

Total fuel MWh consumed by the organization

82291

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Main consumption for space heating in sites - kWh PCI 9.70 / m3

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

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Total fuel

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

82291

MWh fuel consumed for self-generation of electricity

<Not Applicable>

MWh fuel consumed for self-generation of heat

<Not Applicable>

MWh fuel consumed for self-generation of steam

<Not Applicable>

MWh fuel consumed for self-generation of cooling

<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration

<Not Applicable>

Comment

Main consumption for space heating in sites

C8.2d

(C8.2d) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.

	Total Gross generation (MWh)	Generation that is consumed by the organization (MWh)	Gross generation from renewable sources (MWh)	Generation from renewable sources that is consumed by the organization (MWh)
Electricity	2818	2818	2818	2818
Heat	82291	82291	0	82291
Steam	0	0	0	0
Cooling	0	0	0	0

C8.2e

(C8.2e) 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 C6.3.

Sourcing method

Direct procurement from an off-site grid- connected generator e.g. Power purchase agreement (PPA)

Energy carrier

Electricity

Low-carbon technology type

Hydropower (capacity unknown)

Country/area of low-carbon energy consumption

Germany

Tracking instrument used

GO

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

22720

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

Germany

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

Comment

Sourcing method

Direct procurement from an off-site grid- connected generator e.g. Power purchase agreement (PPA)

Energy carrier

Electricity

Low-carbon technology type

Solar

Country/area of low-carbon energy consumption

Ireland

Tracking instrument used

GO

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

186

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

Ireland

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

Comment

Sourcing method

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

Energy carrier

Electricity

Low-carbon technology type

Hydropower (capacity unknown)

Country/area of low-carbon energy consumption

Portugal

Tracking instrument used

Contract

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

733

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

Portugal

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

Comment

Sourcing method

Unbundled energy attribute certificates (EACs) purchase

Energy carrier

Electricity

Low-carbon technology type

Solar

Country/area of low-carbon energy consumption

Spain

Tracking instrument used

GO

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

4972

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

Spain

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

Comment

Sourcing method

Direct procurement from an off-site grid- connected generator e.g. Power purchase agreement (PPA)

Energy carrier

Electricity

Low-carbon technology type

Solar

Country/area of low-carbon energy consumption

Malaysia

Tracking instrument used

Contract

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

67

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

Malaysia

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**Comment****Sourcing method**

Direct line to an off-site generator owned by a third party with no grid transfers

Energy carrier

Electricity

Low-carbon technology type

Solar

Country/area of low-carbon energy consumption

China

Tracking instrument used

No instrument used

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

2017

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

China

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**Comment****Sourcing method**

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

Energy carrier

Electricity

Low-carbon technology type

Solar

Country/area of low-carbon energy consumption

Mexico

Tracking instrument used

Contract

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

2430

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

Mexico

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**Comment****C8.2g****(C8.2g) Provide a breakdown of your non-fuel energy consumption by country.****Country/area**

Austria

Consumption of electricity (MWh)

25421

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

25421

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Brazil

Consumption of electricity (MWh)

18115

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

18115

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

China

Consumption of electricity (MWh)

153394

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

153394

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Czechia

Consumption of electricity (MWh)

107

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

107

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

France

Consumption of electricity (MWh)

9525

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

9525

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Germany

Consumption of electricity (MWh)

22720

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

22720

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Honduras

Consumption of electricity (MWh)

10664

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

10664

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Hungary

Consumption of electricity (MWh)

38832

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

38832

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

India

Consumption of electricity (MWh)

19553

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

19553

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Indonesia

Consumption of electricity (MWh)

568

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

568

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Ireland

Consumption of electricity (MWh)

186

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

186

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Italy

Consumption of electricity (MWh)

4947

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

4947

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

North Macedonia

Consumption of electricity (MWh)

5284

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

5284

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Malaysia

Consumption of electricity (MWh)

892

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

892

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Mexico

Consumption of electricity (MWh)

204328

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

204328

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Morocco

Consumption of electricity (MWh)

20426

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

20426

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Poland

Consumption of electricity (MWh)

28745

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

28745

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Portugal

Consumption of electricity (MWh)

13649

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

13649

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Romania

Consumption of electricity (MWh)

5407

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

5407

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Russian Federation

Consumption of electricity (MWh)

2476

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

2476

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Serbia

Consumption of electricity (MWh)

7793

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

7793

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Singapore

Consumption of electricity (MWh)

27151

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

27151

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Republic of Korea

Consumption of electricity (MWh)

38116

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

38116

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Spain

Consumption of electricity (MWh)

4972

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

4972

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Sweden

Consumption of electricity (MWh)

763

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

763

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Tunisia

Consumption of electricity (MWh)

2258

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

2258

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

Turkey

Consumption of electricity (MWh)

2785

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

2785

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

United Kingdom of Great Britain and Northern Ireland

Consumption of electricity (MWh)

124

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

124

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

Country/area

United States of America

Consumption of electricity (MWh)

87966

Consumption of heat, steam, and cooling (MWh)

0

Total non-fuel energy consumption (MWh) [Auto-calculated]

87966

Is this consumption excluded from your RE100 commitment?

<Not Applicable>

C-CG8.5

(C-CG8.5) Does your organization measure the efficiency of any of its products or services?

	Measurement of product/service efficiency	Comment
Row 1	Yes	Distribution systems, including hybrid high voltage systems, are integrated into one optimized vehicle electrical system that can utilize smaller cable and gauge sizes and ultra-thin wall insulation (which product line makes up approximately 42%, 42% and 44% of our total revenue for the years ended December 31, 2020, 2019 and 2018, respectively).

C-CG8.5a

(C-CG8.5a) Provide details of the metrics used to measure the efficiency of your organization's products or services.

Category of product or service

Other, please specify (High Voltage Portfolio)

Product or service (optional)

Internal Battery Connections, 12V Battery Monitor, High Voltage Shielded Cable, High Power/Voltage Connectors, Charging Inlets & Cables, On-board Charger.

% of revenue from this product or service in the reporting year

42

Efficiency figure in the reporting year

15

Metric numerator

%

Metric denominator

Other, please specify (kW/Time)

Comment

Aptiv high-voltage products are being embedded into electric vehicles which are considered to emit less GHG emissions over their lifetime compared to vehicles powered by gas. According to the European Federation for Transport and Environment (TE), an electric vehicle emits 22% (worst case scenario) less CO2e over its lifetime than a petrol vehicle. Busbar can support up to 15 percent more power than a cable with the same cross-sectional area. <https://www.aptiv.com/en/insights/article/what-is-a-busbar>

C9. Additional metrics

C9.1

(C9.1) Provide any additional climate-related metrics relevant to your business.

Description

Waste

Metric value

87

Metric numerator

Total waste sent out for recycling

Metric denominator (intensity metric only)

Total waste generated

% change from previous year

81

Direction of change

Increased

Please explain

Improvement in waste recovery and recycling in manufacturing sites

C-CE9.6/C-CG9.6/C-CH9.6/C-CN9.6/C-CO9.6/C-EU9.6/C-MM9.6/C-OG9.6/C-RE9.6/C-ST9.6/C-TO9.6/C-TS9.6

(C-CE9.6/C-CG9.6/C-CH9.6/C-CN9.6/C-CO9.6/C-EU9.6/C-MM9.6/C-OG9.6/C-RE9.6/C-ST9.6/C-TO9.6/C-TS9.6) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

	Investment in low-carbon R&D	Comment
Row 1	Yes	Signal and Power Solutions—This segment provides complete design, manufacture and assembly of the vehicle's electrical architecture, including engineered component products, connectors, wiring assemblies and harnesses, cable management, electrical centers and hybrid high voltage and safety distribution systems. Our products provide the critical signal distribution and computing power backbone that supports increased vehicle content and electrification, reduced emissions and higher fuel economy

C-CG9.6a

(C-CG9.6a) Provide details of your organization's investments in low-carbon R&D for capital goods products and services over the last three years.

Technology area

Electromobility components

Stage of development in the reporting year

Large scale commercial deployment

Average % of total R&D investment over the last 3 years

≤20%

R&D investment figure in the reporting year (optional)

1030000000

Comment

Costs are incurred in connection with research and development programs that are expected to contribute to future earnings. Such costs are charged against income as incurred. Total research and development expenses, including engineering, net of customer reimbursements, were approximately \$1,030 million, \$1,024 million and \$1,165 million for the years ended December 31, 2021, 2020 and 2019

C10. Verification

C10.1

(C10.1) Indicate the verification/assurance status that applies to your reported emissions.

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

C10.1a

(C10.1a) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Limited assurance

Attach the statement

Aptiv PLC Limited Assurance Statement - GHG Emissions Intensity 2021.pdf
2022_Aptiv_SustainabilityReport_8.5x11_v53_IndexReport.pdf
2022_Aptiv_SustainabilityReport_8.5x11_v53_ProgressReport.pdf

Page/ section reference

Ernst & Young engaged by Aptiv PLC ('Aptiv') to perform a 'limited assurance engagement,' as defined by International Standards on Assurance Engagements, here after referred to as the engagement, to report on Aptiv PLC's selected subject matter information, consisting of the GHG emissions intensity reported as 1.87 (the "Subject Matter") and included on page 10 of the Aptiv plc ('Aptiv' or 'the Company') Sustainability Progress Report (the "Report"), for the year ended 31 December 2021

Relevant standard

ISAE 3410

Proportion of reported emissions verified (%)

100

C10.1b

(C10.1b) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Scope 2 approach

Scope 2 market-based

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Limited assurance

Attach the statement

Aptiv PLC Limited Assurance Statement - GHG Emissions Intensity 2021.pdf
2022_Aptiv_SustainabilityReport_8.5x11_v53_IndexReport.pdf
2022_Aptiv_SustainabilityReport_8.5x11_v53_ProgressReport.pdf

Page/ section reference

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Relevant standard

ISAE 3410

Proportion of reported emissions verified (%)

100

C10.1c

(C10.1c) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

Scope 3 category

Scope 3: Purchased goods and services
Scope 3: Capital goods
Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)
Scope 3: Upstream transportation and distribution
Scope 3: Waste generated in operations
Scope 3: Business travel
Scope 3: Employee commuting
Scope 3: Upstream leased assets

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Underway but not complete for current reporting year – first year it has taken place

Type of verification or assurance

Limited assurance

Attach the statement

Aptiv PLC Limited Assurance Statement - GHG Emissions Intensity 2021.pdf
2022_Aptiv_SustainabilityReport_8.5x11_v53_IndexReport.pdf
2022_Aptiv_SustainabilityReport_8.5x11_v53_ProgressReport.pdf

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Relevant standard

ISAE 3410

Proportion of reported emissions verified (%)

100

C10.2

(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?

No, but we are actively considering verifying within the next two years

C11. Carbon pricing

C11.1

(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

No, and we do not anticipate being regulated in the next three years

C11.2

(C11.2) Has your organization originated or purchased any project-based carbon credits within the reporting period?

No

C11.3

(C11.3) Does your organization use an internal price on carbon?

No, and we do not currently anticipate doing so in the next two years

C12. Engagement

C12.1

(C12.1) Do you engage with your value chain on climate-related issues?

Yes, our suppliers

C12.1a

(C12.1a) Provide details of your climate-related supplier engagement strategy.

Type of engagement

Other, please specify (Code of Conduct for Business Partners)

Details of engagement

Please select

% of suppliers by number

34

% total procurement spend (direct and indirect)

34

% of supplier-related Scope 3 emissions as reported in C6.5

34

Rationale for the coverage of your engagement

Business Partners agree to conserve natural resources, use chemicals in a responsible manner and to recycle materials at every stage of the product life cycle. Business Partners agree to support the elimination of materials and methods that pose environmental and health risks (or hazards) and agree to work to minimize the impact of their operations and that of their own Business Partners on the environment. Business Partners' environmental systems should tend to restore and preserve the environment in areas such as: • Waste disposal • Air quality • Greenhouse gas emissions: Upon request, Business Partners shall provide Aptiv with their Scope 1 and Scope 2 • Water consumption • Biodiversity impacts

Impact of engagement, including measures of success

Business Partners agree to conserve natural resources, use chemicals in a responsible manner and to recycle materials at every stage of the product life cycle. Business Partners agree to support the elimination of materials and methods that pose environmental and health risks (or hazards) and agree to work to minimize the impact of their operations and that of their own Business Partners on the environment. Business Partners' environmental systems should tend to restore and preserve the environment in areas such as: • Waste disposal • Air quality • Greenhouse gas emissions: Upon request, Business Partners shall provide Aptiv with their Scope 1 and Scope 2 • Water consumption • Biodiversity impacts

Comment

1131 suppliers certified with ISO 14001

C12.2

(C12.2) Do your suppliers have to meet climate-related requirements as part of your organization's purchasing process?

No, but we plan to introduce climate-related requirements within the next two years

C12.3

(C12.3) Does your organization engage in activities that could either directly or indirectly influence policy, law, or regulation that may impact the climate?

Row 1

Direct or indirect engagement that could influence policy, law, or regulation that may impact the climate

Yes, we engage indirectly through trade associations

Does your organization have a public commitment or position statement to conduct your engagement activities in line with the goals of the Paris Agreement?

Yes

Attach commitment or position statement(s)

Science Based Target.png

Describe the process(es) your organization has in place to ensure that your engagement activities are consistent with your overall climate change strategy

Aptiv publishes an annual sustainability report, in which we present our engagement activities and explain how they are embedded in our overall climate change strategy.

Primary reason for not engaging in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

<Not Applicable>

Explain why your organization does not engage in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

<Not Applicable>

C12.3b

(C12.3b) Provide details of the trade associations your organization engages with which are likely to take a position on any policy, law or regulation that may impact the climate.

Trade association

Alliance of Automobile Manufacturers

Is your organization's position on climate change consistent with theirs?

Consistent

Has your organization influenced, or is your organization attempting to influence their position?

We are not attempting to influence their position

State the trade association's position on climate change, explain where your organization's position differs, and how you are attempting to influence their position (if applicable)

Clean, Efficient Vehicles Automakers are investing billions in vehicle fuel-saving technologies, such as electrification, to transition to a low-carbon transportation future. Regulatory clarity is essential to support this evolution and maintain America's leadership role in automotive innovation. A national, harmonized program will provide results. We support a unified national program that includes California and aligns fuel economy (CAFE) and greenhouse gas (GHG) emissions regulations to achieve year-over-year improvements in efficiency. Policies must support innovation. A national GHG and fuel economy program should include flexibility to promote innovation, encourage additional real-world GHG reductions, and support investment in the United States. Congress should support technology-neutral policies that help build a sustainable market for electric vehicles and incentivize consumer choice. Electric vehicles. Automakers continue to invest billions in electric vehicles (EVs) – which include plug-in hybrid, battery electric, and fuel cell vehicles. Currently, nearly 70 electric vehicles ranging from cars to SUVs to minivans, economy to luxury are available to consumers. However, electric vehicles only make up roughly 4 percent of new vehicle sales in the United States and still face numerous barriers related to consumer interest and adoption. A suite of complimentary policies is needed at both the state and federal levels – such as purchase incentives, expanded charging and hydrogen refueling infrastructure, and fleet purchases—to create a supportive marketplace for increasing EV sales. Connected And Automated Vehicles Connected and automated vehicles represent a transformational technology leap that can save lives, enhance mobility, and reduce fuel consumption. Regulation must spur, not block, innovation. We support federal leadership, while respecting traditional state authorities, that allow the auto industry to bring the lifesaving benefits of connected and automated vehicles to consumers as quickly as possible. Smart investments in infrastructure can make our roads safer, more efficient, and cleaner. Our country must pursue infrastructure investments that support and leverage the significant benefits of vehicle automation, vehicle connectivity, and vehicle electrification. Smart infrastructure investments can support continued technological innovation in the United States and secure the country as a global leader in transportation.

Funding figure your organization provided to this trade association in the reporting year, if applicable (currency as selected in C0.4) (optional)

0

Describe the aim of your organization's funding

<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?

No, we have not evaluated

C12.4

(C12.4) Have you published information about your organization's response to climate change and GHG emissions performance for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Publication

In voluntary sustainability report

Status

Complete

Attach the document

2022_Aptiv_SustainabilityReport_8.5x11_v53_IndexReport.pdf
 2022_Aptiv_SustainabilityReport_8.5x11_v53_ProgressReport.pdf
 2022_Aptiv_SustainabilityReport_8.5x11_v39_SummaryReport.pdf

Page/Section reference

Strategy: Page 1, 7 & 8, Summary Report Emissions figures: Page 9 & 10, Progress Report Emissions figures: Page 2, Sustainability Indexes

Content elements

Strategy
 Emissions figures
 Emission targets
 Other metrics

Comment

<https://www.apativ.com/en/about/sustainability>

C15. Biodiversity

C15.1

(C15.1) Is there board-level oversight and/or executive management-level responsibility for biodiversity-related issues within your organization?

	Board-level oversight and/or executive management-level responsibility for biodiversity-related issues	Description of oversight and objectives relating to biodiversity	Scope of board-level oversight
Row 1	No, but we plan to have both within the next two years	<Not Applicable>	<Not Applicable>

C15.2

(C15.2) Has your organization made a public commitment and/or endorsed any initiatives related to biodiversity?

	Indicate whether your organization made a public commitment or endorsed any initiatives related to biodiversity	Biodiversity-related public commitments	Initiatives endorsed
Row 1	No, but we plan to do so within the next 2 years	<Not Applicable>	<Not Applicable>

C15.3

(C15.3) Does your organization assess the impact of its value chain on biodiversity?

	Does your organization assess the impact of its value chain on biodiversity?	Portfolio
Row 1	No, and we do not plan to assess biodiversity-related impacts within the next two years	<Not Applicable>

C15.4

(C15.4) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

	Have you taken any actions in the reporting period to progress your biodiversity-related commitments?	Type of action taken to progress biodiversity-related commitments
Row 1	No, we are not taking any actions to progress our biodiversity-related commitments, but we plan to within the next two years	<Not Applicable>

C15.5

(C15.5) 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
Row 1	No	Please select

C15.6

(C15.6) Have you published information about your organization's response to biodiversity-related issues for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Report type	Content elements	Attach the document and indicate where in the document the relevant biodiversity information is located
No publications	<Not Applicable>	<Not Applicable>

C16. Signoff

C-FI

(C-FI) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

We are committed to protecting the environment, and we have announced our pledge to power all our global operations with 100% renewable energy by 2030 and to ensure that our products will be net-carbon neutral by 2040. These goals build on our alignment with the Science Based Targets initiative to help reduce the effects of climate change and to create a zero-carbon economy.

C16.1

(C16.1) Provide details for the person that has signed off (approved) your CDP climate change response.

	Job title	Corresponding job category
Row 1	Director, Global Sustainability & EHS	Other, please specify (Director, Global Sustainability & EHS)

SC. Supply chain module

SC0.0

(SC0.0) If you would like to do so, please provide a separate introduction to this module.

Aptiv is a leading global technology and mobility company primarily serving the automotive sector. We design and manufacture vehicle components and provide electrical, electronic and active safety technology solutions to the global automotive and commercial vehicle markets, creating the software and hardware foundation for vehicle features and functionality. We enable and deliver end-to-end smart mobility solutions, active safety and autonomous driving technologies and provide enhanced user experience and connected services. Our Advanced Safety and User Experience segment is focused on providing the necessary software and advanced computing platforms, and our Signal and Power Solutions segment is focused on providing the requisite networking architecture required to support the integrated systems in today's complex vehicles. Together, our businesses develop the 'brain' and the 'nervous system' of increasingly complex vehicles, providing integration of the vehicle into its operating environment.

SC0.1

(SC0.1) What is your company's annual revenue for the stated reporting period?

	Annual Revenue
Row 1	15618000000

SC1.1

(SC1.1) Allocate your emissions to your customers listed below according to the goods or services you have sold them in this reporting period.

Requesting member

Stellantis N.V.

Scope of emissions

Scope 1

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

2022.81

Uncertainty (±%)

Major sources of emissions

Manufacturing Sites

Verified

No

Allocation method

Allocation based on the volume of products purchased

Market value or quantity of goods/services supplied to the requesting member

11

Unit for market value or quantity of goods/services supplied

Other, please specify (Sales)

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

GHG emission related % Sales with Customers

Requesting member

Stellantis N.V.

Scope of emissions

Scope 2

Allocation level

Company wide

Allocation level detail

<Not Applicable>

Emissions in metric tonnes of CO2e

32633.89

Uncertainty (±%)

Major sources of emissions

Manufacturing Sites

Verified

No

Allocation method

Allocation based on the volume of products purchased

Market value or quantity of goods/services supplied to the requesting member

11

Unit for market value or quantity of goods/services supplied

Other, please specify (Sales)

Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

GHG emission related % Sales with Customers

SC1.2

(SC1.2) Where published information has been used in completing SC1.1, please provide a reference(s).

Form [10-K](https://ir.aptiv.com/investors/financial-information/sec-filings/default.aspx) Annual Report <https://ir.aptiv.com/investors/financial-information/sec-filings/default.aspx>

SC1.3

(SC1.3) What are the challenges in allocating emissions to different customers, and what would help you to overcome these challenges?

Allocation challenges	Please explain what would help you overcome these challenges
Diversity of product lines makes accurately accounting for each product/product line cost ineffective	According to each vehicles the GHG emissions are different so we'd need to track in which vehicles our products are being embedded in order to know how much greenhouse gas emissions have to be allocated to Aptiv.

SC1.4

(SC1.4) Do you plan to develop your capabilities to allocate emissions to your customers in the future?

Yes

SC1.4a

(SC1.4a) Describe how you plan to develop your capabilities.

Aptiv is committed to become a carbon neutral company by 2040, and to manufacture carbon neutral products by 2039. In order to deliver on this commitment, in 2020/2021, we have initiated life cycle assessments (LCAs) following ISO14040/44 standard, on three of our products, one per business unit. Our goal is to better understand the environmental profile of our products, including their carbon footprint. Based on the result of these LCAs, we will be able to draw projections on our entire portfolio and tailor the carbon footprint of the source "usage of sold products" in our scope 3. In addition, we also need to engage with our customer to understand the CO2 footprint of their vehicles over their lifetime so we can adjust our parameters in our scope 3 calculation tool. We are working on establishing a roadmap with milestones, with this final milestone being in 2039.

SC2.1

(SC2.1) Please propose any mutually beneficial climate-related projects you could collaborate on with specific CDP Supply Chain members.

Requesting member

Volvo Car Group

Group type of project

Relationship sustainability assessment

Type of project

Aligning goals to feed into customers targets and ambitions

Emissions targeted

Actions that would reduce our own operational emissions (our scope 1 & 2)

Estimated timeframe for carbon reductions to be realized

3-5 years

Estimated lifetime CO2e savings

78765.22

Estimated payback

3-5 years

Details of proposal

Power our operations with 25% of renewable electricity - Create a list of Tier 1 countries to be powered by renewable electricity by 2025 and Tier 2 countries by 2030

SC2.2

(SC2.2) Have requests or initiatives by CDP Supply Chain members prompted your organization to take organizational-level emissions reduction initiatives?

No

SC4.1

(SC4.1) Are you providing product level data for your organization's goods or services?

No, I am not providing data

Submit your response

In which language are you submitting your response?

English

Please confirm how your response should be handled by CDP

	I understand that my response will be shared with all requesting stakeholders	Response permission
Please select your submission options	Yes	Public

Please confirm below

I have read and accept the applicable Terms