ODDO BHF Sustainability Forum

Ticker: CON
ADR-Ticker: CTTAY
http://www.continental-ir.com

Thomas Sewald, Head of Group Environmental & Climate Protection
June 21, 2022
Technological and Societal Changes
Challenges and Opportunities

Digitalization

Speed

Sustainability

Technology Shift

Competitive Environment
Our Objectives
What Drives Our Strategy?

What do we want?

- Emerge as a winner of the transformation.
- Create value for all stakeholders. Customers, suppliers, employees, partners, communities and shareholders.
Our Strategy
Emerge as a Winner of the Transformation

1. Strengthen operational performance
   › Right-size cost structure
   › Commitment to efficiency and quality

2. Differentiate our portfolio
   › Win in growth businesses
   › Manage value businesses for profitability and cash

3. Turn change into opportunity
   › Embrace sustainability
   › Focus on passion to win and transparency and ownership
Continental’s Sustainability Ambition
Providing the Framework to Turn Change into Opportunities

Our Key Ambitions

- **100%** Carbon Neutrality along our entire value chain
- **100%** Emission-free mobility & industry (no harmful emissions)
- **100%** Circular Economy
- **100%** Responsible Value Chain by 2050 at the latest and together with our value chain partners

Of central importance for our ambition are the requirements and speed of transformation of our customers, industries and markets.

+ 8 Essentials

- Good working conditions
- Green and safe factories
- Innovations and digitalization
- Benchmark in quality
- Safe mobility
- Long-term value creation
- Sustainable management practices
- Corporate citizenship
Management of Sustainability
Systematic Approach Based on Ownership, Integration and KPIs

Governance
(Group Sustainability Steering Committee)
The relevant top management involved

Strategy Integration
Integrated in all aspects

Our Sustainability Ambition
Providing the Framework to Turn Change Into Opportunities

Our Key Ambitions
By 2050 at the latest, we and our value chain partners are striving for:

- 100% Carbon Neutrality along our entire value chain
- 100% Emission-free mobility and industry
- 100% Circular Economy
- 100% Responsible Value Chain

+ 8 Essentials
- Good working conditions
- Own and safe factories
- Innovations and digitalization
- Benchmark in quality
- Safe mobility
- Long-term value creation
- Sustainable management practices
- Corporate citizenship

Scorecard
Basis for any kind of reporting and process integration

Compensation & Finance
Integrated non-financial KPIs

Rating Performance
In the upper range

Reporting
According to various standards GRI, Global Compact, SDG referenced, TCFD considered
Implementation of the Sustainability Ambitions at all Stages in the Value Chain

Our Value Chain

<table>
<thead>
<tr>
<th>Supply Chain</th>
<th>Own Operations</th>
<th>Products &amp; Customers</th>
</tr>
</thead>
<tbody>
<tr>
<td>🌍 Carbon neutrality along our entire value chain</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>🌐 Emission-free mobility and industry</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>🌿 Closed resource and product cycles</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>🌱 Responsible sourcing and business partnerships</td>
<td>●</td>
<td></td>
</tr>
</tbody>
</table>

Product example: Components for ID.4

Supply chain initiative example: Rubberway
Our Pathway to Net Zero

Continental’s Total Carbon Footprint (109.94 mn mt CO$_2$e)

**Scope 1**
- Direct emission from owned or controlled sources (e.g., local fossil fuel combustion)
- Related to own operations
- 0.82 mn mt CO$_2$e

**Scope 2**
- Indirect emissions from the generation of purchased energy
- Related to value chain
- 0.23 mn mt CO$_2$e

**Scope 3**
- All indirect emissions (not included in scope 2) that occur in the value chain of the reporting company, including both upstream and downstream emissions.
- Related to value chain
- 108.89 mn mt CO$_2$e

**Reduction path in line with Paris Agreement**
- 2021: 0.82 mn mt CO$_2$e
- 2030: Carbon-neutral
- 2040: Carbon-neutral
- 2050: Carbon-neutral

**Remark:** The scopes are not shown to the exact scale for the purpose of better overview, but only indicate the relation of the scopes to each other.
How Will We Reach Our CO₂ Targets for Own Operations?

**Action 1 | RE 100**

- 100% renewable purchased electricity by end of 2020
- Reduction of approx. 70% of CO₂ emissions

**Action 2 | Decarbonization Roadmap**

- 100% carbon-neutral own operations by 2040 (Scope 1 and 2)
- Reduction of approx. 70% of CO₂ emissions
- Switch to renewable purchased electricity (RE100)
- Substitution of fossil fuels
- Neutralization of unavoidable CO₂ emissions by carbon removal
Group Project “RE 100”
Sponsored by E. Degenhart / A. Reinhart
Project Lead: T. Sewald

Cross Business Area Teams

Workpackage 1: Quality of EACs Purchasing Strategy
Workpackage 2: Funding & Allocation Process
Workpackage 3: Organisation of RE100 and SBTi
Workpackage 4: Reporting
Technical Documentation Communication

Scope 1&2

Action 1: RE 100
Timelines and Structure

Sept. 26, 2019
› Kick off RE100 project

Oct. 31, 2019
› Quality of EACs defined

Q1/20
› RE100 sign in at “World Environment Day”

Q2/20-Q1/21
› Global sourcing process

Q1/21
› 100% renewable electricity sourced and approved by third party
Project Overview: Decarbonization Roadmap 2040

Group Project “Decarbonization Roadmap 2040
Sponsored by C. Kötz and P. Nelles
Project Lead: T. Sewald

Cross Group Sector Teams

Workpackage 1: Global regulatory monitoring & Benchmark of CO₂ markets and regulation
Workpackage 2: Interim targets Roadmap 2040 and clear framework for CO₂ compensation
Workpackage 3: Financial Framework for “low carbon technology”
Workpackage 4: Internal Project and CO₂ reduction monitoring platform “Decarbonization Dashboard”
Workpackage 5: Quality Criteria for alternative fuels Purchasing strategy for Green Electricity

Umbrella Program: Decarbonization Roadmap
Overview & Terminology of Carbon Neutrality for Continental

**Total Gross Carbon Footprint 2021**: ~110 mn metric tons CO₂e in 2021

1. **Direct emissions (Scope 1)**: Own CO₂ emissions (not included in any other category).
2. **Indirect emissions (Scope 2)**: purchased goods & services (supply chain of materials & components).
3. **Other emissions (Scope 3)**: includes the reporting categories “Business travel”, “Fuel- and energy-related activities (not included in Scope 1 or 2)”, “Waste generated in operations”, “Capital goods”, “Employee commuting”, “Upstream leased assets”.

**Net|Zero|Now** from 2022 on.

**Carbon removals**

- **Neutralizing Scope 1,2,3**

**Accounting logic:**
- Own CO₂ emissions (Scope 1 and 2)
- Scope 3 backpack
- Scope 3 customer and product-use related

**= Total Gross Carbon Footprint**

- Scope 3 customer and product-use related
- Carbon removals

**= Total Net Carbon Backpack**

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1. Other emissions include the reporting categories “Business travel”, “Fuel- and energy-related activities (not included in Scope 1 or 2)”, “Waste generated in operations”, “Capital goods”, “Employee commuting”, “Upstream leased assets”.
2. Formally part of Scope 3 category “Upstream transportation and distribution”.
3. Formally part of Scope 3 category “Downstream transportation and distribution”.
4. Via the program Net|Zero|Now from 2022 on.
5. Excluding the industrial business of the ContiTech business area due to an accounting approach that is currently missing.
6. Scope 3 backpack includes the reporting categories “Purchased goods and services”, “Capital goods”, “Fuel- and energy-related activities (not included in Scope 1 or 2)”, “Upstream transportation and distribution”, “Business travel”, “Employee commuting”, “Upstream leased assets” and “End-of-life treatment of sold products”.
7. Customer and product-use related CO₂ emissions include the reporting categories “Downstream transportation and distribution”, “Processing of sold products”, “Use of sold products”, “Downstream leased assets”, “Franchises” and “Investments”.
Key Levers for Most Relevant Scope 3 Categories

**Purchased Goods and Services**

**Key levers**
- Massive use of renewable + recycled materials (as substitutes)
- Massive reductions of material consumption
- Footprint-optimized product design
- Massive use of renewable energy along supply chain (tier 1-n)

**Use of sold Products**

**Key levers**
- Fast increase of ZTEV portfolio

**End-of-life Treatment**

**Key levers**
- Product re-use and recycling
- Massive use of renewable materials (which are accounted carbon neutral in thermal recovery)
We Are Already a Relevant Player in Emission-Free Mobility

around 1 bn €
allocated ZTEV\(^1\) business in 2021

- High-performance computer
- Advanced surface materials
- Drum brakes with electromechanical parking brake function
- Sophisticated thermal management
- High performance tires
- And many more

100% emission-free mobility and industries latest by 2050

\(^1\) ZTEV = zero-tailpipe emission vehicles (vehicles without direct drive emissions).
Speeding up our Emission-free Business with Net|Zero|Now

A unique offer in the automotive supplier industry

**Net|Zero|Now**

... provides the necessary speed for our customers to reach their ambitious decarbonization targets.

... meets the requirements of the Paris Agreement by extending the global carbon budget.

With Net|Zero|Now we offer our customers the neutralization of our business carbon backpack through negative emissions. The offer focuses on business with zero-tailpipe-emission vehicles, but can now also be used for other business.
In a Circular Economy There is No Waste – Just Material in the Wrong Place

Eco rubber garden hose
made of sugar cane ethylene

Bicycle tires
made of natural rubber from dandelions

Upholstery fabric
made from coffee grounds

95% recycling quota in own operations until 2030

Refurbished air springs
for urban trains in Hamburg

Recycled carbon black
recovered from end-of-life tires

Retreaded tires
for commercial vehicles

Remanufactured displays
for longer use of the components

100% closed product and resource cycles latest by 2050
Reducing Waste in Our Own Operations
We Reach Our Targets by Striving for Closed Resource Cycles

The Challenges
› Globally around 90 billion tons of materials are used each year to fuel our economy
› Most of the resources follow a linear value chain model.
› Closed material cycles are necessary to mitigate negative impact on our business.

Our Approach

The waste hierarchy

1. Avoid
   Maximum conservation of resources
2. Reuse
   Reusing materials
3. Recycle
   Recycling and reprocessing materials

Our Results

Total waste generation [in metric tons]

<table>
<thead>
<tr>
<th>Year</th>
<th>Total waste generation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020 continuing and discontinued operations</td>
<td>341,513</td>
</tr>
<tr>
<td>2021 continuing operations</td>
<td>405,249</td>
</tr>
</tbody>
</table>

+ 18.7 %

Waste recycling quota [in %]

<table>
<thead>
<tr>
<th>Year</th>
<th>Waste recycling quota</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020 continuing and discontinued operations</td>
<td>81</td>
</tr>
<tr>
<td>2021 continuing operations</td>
<td>81</td>
</tr>
</tbody>
</table>

Due to uninterrupted production operations with the exception of pandemic-related stoppages and completion of data collection.

2 % reduction of waste generation per year based on sales
95 % waste recycling quota by 2030
Saving Water in Our Own Operations
Reduction of Water Intensity Driven by Risk-Based Approach

The Challenges
› Water is an existential and important resource
› Water scarcity and water scarcity risks in the value chain must be mitigated effectively

Our Approach
Risk-based targets for water security and a global framework for water programs:

- Water is an existential and important resource
- Water scarcity and water scarcity risks in the value chain must be mitigated effectively

Our Results

<table>
<thead>
<tr>
<th>Year</th>
<th>Water withdrawal [in million m³]</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>17.3</td>
</tr>
<tr>
<td>2021</td>
<td>16.7</td>
</tr>
</tbody>
</table>

4% reduction of water demand per year based on sales in water stress high risk areas
2% reduction of water demand per year based on sales in water stress medium and low risk areas

Due to discontinued reporting of water withdrawal by Vitesco Technologies
Sustainability
Memberships and Initiatives

Please click on the logos for more information.
Sustainability Ratings and Indexes

› Continental is listed in the following indexes:

- **Ratings:**
  - **February 2022:** Prime (C+)
  - **December 2021:**
    - Climate: Score B
    - Water: Score B
    - Supply chain: Score A
    - Supplier engagement leader board
  - **December 2021:**
    - Score: 73/100
    - 98th percentile
  - **February 2022:** BBB
  - **December 2021:**
    - 13.2 (low risk)
    - Auto Components: Rank 10/210
    - Auto Parts: Rank 6/181

Corporate Governance
Consideration of TSR and Sustainability for Long-Term Incentive (LTI)
Adjusted to fulfill the DCGK legal requirements and investor’s expectations

![Diagram of Corporate Governance]

### Corporate Governance

**Consideration of TSR and Sustainability for Long-Term Incentive (LTI)**

Adjusted to fulfill the DCGK legal requirements and investor’s expectations

1. **Total Shareholder Return (TSR)**: Share price appreciation + Dividends paid
2. **CAG**: Continental AG
3. **SXAGR**: STOXX® Europe 600 Automobiles & Parts (Gross Return)

#### Number of Virtuell Shares Granted

- **Performance Index (PI):**
  - Relative TSR
  - Sustainability Score

#### Number of Virtuell Shares Vested

- **Base Value:**
  - avg. price of CAG shares 2 months prior to the Term

### 4-year Performance Period (Term)

- **No. of Sustainability criteria achieved**
- **Sustainability Score**
- **Selected sustainability criteria, e.g. for LTI 2021-2024:**
  - Own CO2 emissions (Climate Protection)
  - Share of recycled waste in production (Circular Economy)
  - Gender Diversity (Corporate Governance)
  - Accident rate – Own employees (green and safe factories)
  - BASICS LIVE | Sustainable Engagement Index (good working conditions)

### Adjusted to fulfill the DCGK legal requirements and investor’s expectations

1. **TSR** = Total Shareholder Return = Share price appreciation + Dividends paid
2. **CAG** = Continental AG
3. **SXAGR** = STOXX® Europe 600 Automobiles & Parts (Gross Return)
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› Unless otherwise stated, all amounts are shown in millions of euro. Please note that differences may arise as a result of the use of rounded amounts and percentages.
Back-up
## Indirect CO₂ Emissions Along the Value Chain (Scope 3)

<table>
<thead>
<tr>
<th>Category</th>
<th>2020 (continuing and discontinued operations)</th>
<th>2021 (continuing operations)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category 1: indirect CO₂ emissions (Scope 3) – Purchased goods and services</td>
<td>14.65</td>
<td>12.90</td>
</tr>
<tr>
<td>Category 2: indirect CO₂ emissions (Scope 3) – Capital goods</td>
<td>n. a.</td>
<td>1.23</td>
</tr>
<tr>
<td>Category 3: indirect CO₂ emissions (Scope 3) – Fuel- and energy related activities (not included in Scope 1 and 2)</td>
<td>0.41</td>
<td>0.61</td>
</tr>
<tr>
<td>Category 4: indirect CO₂ emissions (Scope 3) – Upstream transportation and distribution</td>
<td>0.70</td>
<td>0.47</td>
</tr>
<tr>
<td>Category 5: indirect CO₂ emissions (Scope 3) – Waste generated in operations</td>
<td>0.04</td>
<td>0.04</td>
</tr>
<tr>
<td>Category 6: indirect CO₂ emissions (Scope 3) – Business travel</td>
<td>0.02</td>
<td>0.02</td>
</tr>
<tr>
<td>Category 7: indirect CO₂ emissions (Scope 3) – Employee commuting</td>
<td>n. a.</td>
<td>0.19</td>
</tr>
<tr>
<td>Category 8: indirect CO₂ emissions (Scope 3) – Upstream leased assets</td>
<td>n. a.</td>
<td>0.02</td>
</tr>
<tr>
<td>Category 9: indirect CO₂ emissions (Scope 3) – Downstream transportation and distribution</td>
<td>0.50</td>
<td>0.30</td>
</tr>
<tr>
<td>Category 10: indirect CO₂ emissions (Scope 3) – Processing of sold products(^3)</td>
<td>1.42</td>
<td>1.42</td>
</tr>
<tr>
<td>Category 11: indirect CO₂ emissions (Scope 3) – Use of sold products(^3)</td>
<td>86.88</td>
<td>87.95</td>
</tr>
<tr>
<td>Category 12: indirect CO₂ emissions (Scope 3) – End-of-life treatment of sold products</td>
<td>3.42</td>
<td>3.66</td>
</tr>
<tr>
<td>Category 13: indirect CO₂ emissions (Scope 3) – Downstream leased assets</td>
<td>n. a.</td>
<td>0.01</td>
</tr>
<tr>
<td>Category 14: indirect CO₂ emissions (Scope 3) – Franchises</td>
<td>n. a.</td>
<td>0.01</td>
</tr>
<tr>
<td>Category 15: indirect CO₂ emissions (Scope 3) – Investments</td>
<td>n. a.</td>
<td>0.05</td>
</tr>
<tr>
<td><strong>Total indirect CO₂ emissions along the value chain (Scope 3)</strong></td>
<td>n. a.</td>
<td>108.89</td>
</tr>
</tbody>
</table>

1 Definitions in accordance with the GHG Protocol. CO₂ emission factors correspond to CO₂ equivalents (CO₂e). Optional reporting aspects for Scope 3 are currently not taken into account.

2 Excluding the industrial business of the ContiTech business area due to an accounting approach that is currently missing.

3 Excluding the industrial business of the ContiTech business area due to an accounting approach that is currently missing, as well as single business operations insignificant in terms of CO₂ of the Automotive Technologies group sector (two-wheel business) and the Tires business area (e.g. ContiTrade business, parts of the Specialty Tires business unit).
## Group Sustainability Scorecard (I)

### Performance Indicators for sustainability strategy controlling

<table>
<thead>
<tr>
<th></th>
<th>2020 (continuing and discontinued operations)</th>
<th>2021 (continuing operations)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Carbon neutrality</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Direct CO₂ emissions (Scope 1) in millions of metric tons of CO₂</td>
<td>0.78&lt;sup&gt;4, 5&lt;/sup&gt;</td>
<td>0.82&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td>Indirect CO₂ emissions (Scope 2) in millions of metric tons of CO₂&lt;sup&gt;3&lt;/sup&gt;</td>
<td>0.21&lt;sup&gt;4&lt;/sup&gt;</td>
<td>0.23&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td>Total own CO₂ emissions (Scope 1 and 2) in millions of metric tons of CO₂</td>
<td>0.99&lt;sup&gt;4&lt;/sup&gt;</td>
<td>1.05&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td><strong>Emission-free mobility and industries</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allocated zero-tailpipe-emission vehicles business in € millions&lt;sup&gt;5, 7&lt;/sup&gt;</td>
<td>826</td>
<td>986</td>
</tr>
<tr>
<td>Allocated low-carbon business beyond zero-tailpipe-emission vehicles business in € millions&lt;sup&gt;8&lt;/sup&gt;</td>
<td>n. a.</td>
<td>6</td>
</tr>
<tr>
<td>Allocated business with emission-free mobility and industry in € millions</td>
<td>n. a.</td>
<td>991</td>
</tr>
<tr>
<td><strong>Circular economy</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Waste recycling quota in %&lt;sup&gt;9&lt;/sup&gt;</td>
<td>81&lt;sup&gt;4&lt;/sup&gt;</td>
<td>81&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td><strong>Responsible value chain</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of available, valid supplier self-assessment questionnaires (as at Dec. 31)&lt;sup&gt;10&lt;/sup&gt;</td>
<td>696</td>
<td>631</td>
</tr>
<tr>
<td><strong>Good working conditions</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OUR BASICS Live Sustainable Engagement index in %&lt;sup&gt;11, 12&lt;/sup&gt;</td>
<td>82</td>
<td>80</td>
</tr>
<tr>
<td>Sickness rate in %&lt;sup&gt;13, 14&lt;/sup&gt;</td>
<td>3.5</td>
<td>3.7</td>
</tr>
<tr>
<td>Unforced fluctuation rate in %&lt;sup&gt;14, 15&lt;/sup&gt;</td>
<td>4.6</td>
<td>7</td>
</tr>
</tbody>
</table>
## Group Sustainability Scorecard (II)
Performance Indicators for sustainability strategy controlling

<table>
<thead>
<tr>
<th>Category</th>
<th>2020 (continuing and discontinued operations)</th>
<th>2021 (continuing operations)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Green and safe factories</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental protection management system certifications (ISO 14001), Employee coverage quota (as at Dec. 31) in %</td>
<td>82</td>
<td>76</td>
</tr>
<tr>
<td>Energy management system certifications (ISO 50001), Employee coverage quota (as at Dec. 31) in %</td>
<td>51</td>
<td>40</td>
</tr>
<tr>
<td>Occupational safety and health management system certifications (ISO 45001 or similar), Employee coverage quota (as at Dec. 31) in %</td>
<td>69</td>
<td>62</td>
</tr>
<tr>
<td>Accident rate (number of accidents per million working hours)</td>
<td>2.9</td>
<td>2.6</td>
</tr>
<tr>
<td><strong>Benchmark in quality</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quality management system certifications (ISO 9001 or similar), Employee coverage quota (as at Dec. 31) in %</td>
<td>91</td>
<td>84</td>
</tr>
<tr>
<td>New field quality events (as at Dec. 31)</td>
<td>18</td>
<td>36</td>
</tr>
<tr>
<td><strong>Sustainable management practice</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gender diversity – share of female executives and senior executives (as at Dec. 31) in %</td>
<td>16.1</td>
<td>17.8</td>
</tr>
<tr>
<td><strong>Innovation and digitalization</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Research and development expenses (net) in € millions</td>
<td>3,381.8</td>
<td>2,586.8</td>
</tr>
<tr>
<td>in % of sales</td>
<td>9.0</td>
<td>7.7</td>
</tr>
</tbody>
</table>
Footnotes

1 Definitions in accordance with the GHG Protocol. Scope 1 includes emissions from the burning of fossil fuels as part of Continental’s own processes, and Scope 2 includes emissions from purchased electricity, steam and heat. CO₂ emission factors correspond to CO₂ equivalents (CO₂e).
2 Contains a small amount of imputed data for parts of the Continental Group that have not reported directly.
3 Calculated using the market-based calculation method of the GHG Protocol. Where contract-specific emission factors were not available, the standard emission factors from Defra (September 2020) were used.
4 Includes the relevant production and research and development locations.
5 CO₂ emissions from fleet consumption for company cars (leased vehicles) are only partially and not systematically included.
6 Definition: allocated business with zero-tailpipe-emission vehicles comprises all business with products for vehicles transporting goods and people that count as taxonomy-eligible low-carbon technologies for transport under the delegated regulation (2021/2800) for climate change mitigation and adaptation of the Taxonomy Regulation (2020/852).
7 The business can be allocated via the vehicle manufacturer, the vehicle platform or the product specification, for example. The data includes both pure business and attributable business, such as in the case of combined vehicle platforms. For the Tires, ContiTech and Contract Manufacturing business areas, the sales reported at the end of the year were included. For Contract Manufacturing, this was based on an estimation by the customer Vitesco Technologies. In the case of the Automotive Technologies group sector, a calculation was carried out for passenger cars and light commercial vehicles using internal, vehicle-specific planning data for sales and external data for production quantities, and for medium and heavy commercial vehicles this was based on the relevant customer portfolio.
8 Definition: allocated low-carbon business beyond business with zero-tailpipe-emission vehicles measures business that enables our customers to significantly contribute to climate change mitigation and is considered taxonomy-eligible under the delegated regulation (2021/2800) for climate change mitigation and adaptation of the Taxonomy Regulation (2020/852), excluding low-carbon technologies for transport.
9 Definition: proportion of waste that has been sent for material recycling, thermal recovery or any other form of recycling or reuse.
10 Based on the self-assessment questionnaires via the sustainability platforms EcoVadis and NQC by suppliers selected for this process.
11 Definition: employee agreement on topics relating to sustainable engagement in the employee survey OUR BASICS Live.
12 This is based on the responses of 47,472 participants (PY: 4,918 participants) as a representative random sample of Continental’s group sectors and countries.
13 Definition: sickness-related absence relative to contractual worktime.
14 Excluding leasing personnel (i.e. permanent staff only).
15 Definition: voluntary departure of employees from the company relative to the average number of employees.
16 Valid certifications and concluded recertification processes were counted, as well as ongoing recertification processes, if the achievement of recertification was considered highly probable.
17 Definition: number of accidents during working hours per million paid working hours. Counted from more than one lost day. i.e. with at least one lost day beyond the day of the accident.
18 Excluding leasing personnel (i.e. permanent staff only) and way-to-work accidents.
19 Definition: a field quality event is a risk-minimizing measure for a product manufactured and/or sold by Continental based on a safety-related defect and/or non-compliance with regulations that was initiated by Continental, a customer and/or an authority.
We Build on a Systematic Sustainability Governance

**Strategic coordination**
- Group Functions
- Group Sustainability

**Steering and implementation**
- Group Sustainability Steering Committee
  - All Executive Board Members
  - Group Sustainability
  - Sustainability Heads of the Group Sectors
  - Relevant Group Functions

**Decision-making**
- Executive Board of Continental AG

**Supervision/Oversight**
- Supervisory Board of Continental AG

**Group-level**
- Sustainability Functions of the Group Sectors
- Business Functions

**Group-sector level**
- Sustainability committees and councils of the Group Sectors

**Boards of the Group Sectors**