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2024 GHG STATEMENT

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PREFACE

This Greenhouse Gas (GHG) Statement provides an overview of the organisation's emissions profile, in line with recognised reporting standards and best practices. It reflects our ongoing commitment to transparency, environmental responsibility, and alignment with regulatory and voluntary frameworks addressing climate change.
GHG emissions are accounted for in accordance with the Greenhouse Gas Protocol. Further details are provided in the References section.
In the consolidation of the GHG emissions, Iveco Group adopts the operational control approach.
Comprehensive information on the calculation methodology, including the principles applied and data sources used, can be found in the section References.

This Statement has been subject to an external assurance engagement, conducted in accordance with the International Standard on Assurance Engagements (ISAE) 3410: Assurance Engagements on Greenhouse Gas Statements. The assurance applies solely to the 2024 reporting period (1 January – 31 December).

1. REPORTING SCOPE

The Group's **Scope 1 and 2 emissions data** is presented according to two distinct reporting scopes:

- Group-Wide: this scope encompasses all Iveco Group entities and sites, providing a comprehensive overview of the Organisation's environmental performance as a whole
- Focus Area: this scope includes only production areas within manufacturing plants, identified as having the greatest impact on environmental performance, providing a targeted view of the scope with the greatest influence.

As the Group Wide information was part of a scope extension prepared for the European Sustainability Reporting Standards (ESRS) implementation, previous years' data is not available.

The Group **Scope 3 emissions data** is presented according to the Group-Wide scope.

The reporting scope of the data presented is consistent with that of the 2024 Annual Report (refer to Chapter 1. 1.1 General basis for the preparation of the Sustainability Statement (BP1, BP2), pages 12-14; and Chapter 3. Climate Change (E1), pages 61–68). In addition, this document includes supplementary information and data from previous years.

The reporting period of the information covers the period from 1 January to 31 December for the years 2022, 2023, and 2024.

2. REFERENCES

Types of GHG included in the calculation are listed below:

- CO_2
- CH_4
- N_2O

Regarding the methodologies and standards used for the calculation of GHG emissions, we report below the international, regional and national references, as well as the methodologies for calculating GHG emissions:

- European Sustainability Reporting Standards (ESRS) Reporting principles adopted by the European Commission pursuant to the Directive (EU) 2013/34/EU (European Sustainability Reporting Standards, hereinafter also "ESRS"), in particular Disclosure requirement E1-6
- The Greenhouse Gas Protocol: a Corporate Accounting and Reporting Standard (Revised Edition) – international
- GHG Protocol Scope 2 Guidance: an amendment to the GHG Protocol Corporate Standard – international
- GHG Protocol Scope 3 Calculation Guidance: an amendment to the GHG Protocol Corporate Standard – international
- GHG Protocol Scope 3 guidance; "The Corporate Value Chain (Scope 3) Accounting and Reporting Standard"- international and "Technical Guidance for Calculating Scope 3 Emissions.

3. Energy Mix and GHG Emissions Inventory

Energy mix

Energy production mix – Group-Wide	**2024 (Group-Wide)**	**2024 (Focus Area)**	**2023 (Focus Area)**	**2022 (Focus Area)**
Fuel consumption from crude oil and petroleum products (MWh)	102,592.6	40,400.2	37,173.2	33,825.8
Fuel consumption from natural gas and consumption of purchased or acquired electricity, heat, steam, and cooling from fossil sources (MWh)	702,522.7	396,425.3	426,886.7	446,384.3
Total fossil energy consumption (MWh)	**805,115.3**	**436,825.5**	**464,059.9**	**480,210.1**
Share of fossil sources in total energy consumption (%)	69.0	55 .0	55.0	57.0
Consumption from nuclear sources (MWh)	57,824.9	N/A	N/A	N/A
Share of consumption from nuclear sources in total energy consumption (%)	4.9	N/A	N/A	N/A
Fuel consumption from renewable sources, including biomass (MWh)	8,136.1	8,136.1	241.6	322.0
Consumption of purchased or acquired electricity, heat, steam, and cooling from renewable sources (MWh)	352,858.3	341,864.7	372,859.5	366,908.1
Consumption of self-generated non-fuel renewable energy (MWh)	7,661.9	7,559.7	5,264.2	349.0
Total renewable energy consumption	**368,656.3**	**357,560.5**	**378,365.2**	**367,579.1**
Share of renewable sources in total energy consumption (%)	31.0	45.0	45.0	43.0
Total energy consumption (MWh)[(1)]	**1,173,771.6**	**794,385.9**	**842,425.1**	**847,789.2**

(1) Energy consumption (Focus Area), as reported in the 2024 Annual Report and the 2023 Sustainability Report, totalled 753,985.7 MWh in 2024, 805,252.0 MWh in 2023, and 814,246.7 MWh in 2022, due to the exclusion of fuel used for product testing.

Scope 1 and 2 emissions

GHG Emissions (tons CO_2eq)	2024 (Group-Wide)	2024 (Focus Area)[2]	2023 (Focus Area)[2]	2022 (Focus Area)[2]
Gross Scope 1 GHG emissions[3]	130,791.4	81,888.9	85,108.8	87,452.9
Gross Scope 2 GHG emissions – location-based	110,434.9	85,774.7	95,508.6	99,032.26
Gross Scope 2 GHG emissions – market-based	38,389.0	3,508.0	3,960.5	4,730.2

Scope 3 emissions

GHG Emissions (tons CO_2eq)	2024 (Group-Wide)
1 - Purchased goods and services	3,968,982.0
2 - Capital goods	-
3 - Fuel-and-energy-related activities (not included in Scopes 1 or 2)	35,135.9
4 - Upstream transportation and distribution	162,528.0
5 - Waste generated in operations	-
6 - Business travel	4,204.0
7 - Employee commuting	32,184.4
8 - Upstream leased assets	-
9 - Downstream transportation and distribution	-
10 - Processing of sold products	-
11 - Use of sold products	60,357,066.9
12 - End-of-life treatment of sold products	415,386.0
13 - Downstream leased assets	-
14 - Franchises	-
15 - Investments	-

4. Calculation Methodology and Applied Emission Factors

4.1 Scope 1 Emissions

Iveco Group Scope 1 emissions are generated by consumption of fossil fuels for internal use and operations, including heating buildings, operating Group equipment, and running generators.

As per Greenhouse Gas emissions Inventory procedures, the following sources were excluded from the Scope 1 emissions inventory when classified as de minimis, i.e., their value was less than or equal to the threshold of 3% of a plant's CO_2eq emissions (location-based method):

- organic-based technical gas
- fugitive emissions, for example generated by fixed appliances or when recharging vehicles' on-board air-conditioning compressors using HFC or HCFH refrigerants
- emissions from internal transport operations carried out using vehicles that are Group-owned or leased from third parties

[2] Emissions from the car fleet are excluded.

[3] Gross Scope 1 GHG emissions (Focus Area), as reported in the 2024 Annual Report and in the 2023 Sustainability Report, totalled 71,214.9 tons CO_2eq in 2024, 75,067.0 tons CO_2eq in 2023, and 78,344.6 tons CO_2eq in 2022, due to the exclusion of fuel used for product testing.

- fire suppression equipment that operates with greenhouse gases (e.g., CO_2 eq, HFCs, F-gases)
- refrigerants
- direct methane (CH_4) and nitrous oxide (N_2O) emissions from fuel combustion.

At Iveco Group, the only sources of greenhouse gas (GHG) emissions, besides those deriving from energy consumption, are associated with the use of hydrofluorocarbon (HFC) compounds with global warming potential (GWP). These are present in equipment for air-conditioning, cooling, fire suppression, and manufacturing. The potential emissions from these substances (CO_2eq) are negligible compared with emissions from energy production: in fact, with an incidence of 1.3%, they fall outside the reporting scope.
Fleet car emissions were estimated based on average fuel consumption data from a representative sample of vehicles.

More than 90% of reported data derived from primary sources, covering the scope of the Focus Area as well as some additional sites. When reporting on the full Group-Wide scope, the remaining data (9%) was based on estimates, using comparable data from similar monitored sites as a reference and considering factors such as site size (mq) and indicators such as the number of employees.

Emission Factors

Emissions have been calculated based on energy consumption data using emission factors derived from international sources, as outlined below.
Natural gas, diesel, LPG, and cogeneration
IEA Emission Factors, 2023 edition were used for all reporting years.

- For 2022: factors refer to reference year 2019.
- For 2023 and 2024: factors refer to reference year 2021.

4.2 Scope 2 Emissions

Regardless of the scope (Group-Wide or Focus Area), Scope 2 emissions are indirect emissions associated with the purchase of energy (electricity, compressed air, and the electricity associated with the consumption of heating and cooling, combined heat and power (CHP), and district heating).
For Scope 2 emissions accounting, Iveco Group applied the dual reporting system of the GHG Protocol Scope 2 Guidance, using both of its allocation methods across all Group plants:

- the location-based method, which reflects the average emissions intensity of the grids on which energy consumption occurs
- the market-based method, which reflects emissions from electricity that companies have actively chosen to purchase (or reflects their lack of choice).

Most of the reported data (more than 90%) was derived from primary sources, covering the scope of the Focus Area as well as some additional sites. When reporting on the full Group-Wide scope, the remaining data (9%) was based on estimates, using comparable data from similar monitored sites as a reference and considering factors such as site size (mq) and indicators such as the number of employees.

Emission Factors

Emissions have been calculated based on energy consumption data using emission factors derived from international sources, as outlined below.

Natural gas, diesel, LPG, and cogeneration

IEA Emission Factors, 2023 edition were used for all reporting years.

- For 2022: factors refer to reference year 2019.
- For 2023 and 2024: factors refer to reference year 2021.

Using the location-based method, global CO_2 eq emissions from energy consumption were calculated using the specific emission coefficients (expressed in gCO_2 eq/kWh) provided by the International Energy Agency (IEA), which are updated every 3 years. Using the market-based method, the CO_2 eq emissions from energy consumption were calculated using specific emission coefficients provided by the following sources.

Market-based approach:

- For 2022: AIB 2021 data combined with IEA 2023 edition (reference year 2019).
- For 2023 and 2024: AIB 2023 data combined with IEA 2023 edition (reference year 2021).

Location-based approach:

- For 2022: IEA 2023 edition (reference year 2019).
- For 2023 and 2024: IEA 2023 edition (reference year 2021).

4.3 Scope 3 Emissions

Scope 3 Category 1 Emissions (from Purchased Goods and Services)

In 2024, the calculation methodology for Scope 3 Category 1 emissions (from purchased goods and services) was refined compared to the previous year to enhance accuracy by integrating product- and geography-specific emission factors. The category's CO_2eq emissions were calculated using the spend-based method, as outlined in the GHG Protocol Technical Guidance for Calculating Scope 3 Emissions, applying the following formula:

CO_2eq emissions = Σ (value of purchased goods or services (€) × emission factor per unit of economic value (kg CO_2eq/€)).

The value of purchased goods and services used corresponds to the 2024 Annual Purchase Value (APV), while emission factors were sourced from Exiobase 3.8.2 – a detailed multi-regional, environmentally extended input-output (EEIO) database covering various economic sectors and geographies.

The revised methodology improves precision by incorporating multiple dimensions, providing a more accurate representation of geographic variations in emissions. This is achieved by integrating the country of origin (COO) of purchased goods (i.e., the country where they were produced), capturing regional energy mixes, thereby reflecting the heterogeneity of Iveco Group's global procurement. Furthermore, the enhanced methodology increases the level of granularity by assigning specific emission factors (EFs) based on the material description of each purchased good. This was accomplished by analysing the procurement database, mapping and associating each material description to a corresponding NACE code, and linking the latter to the emission categories in the new database – thus resulting in a dual mapping approach that combines both material description and COO.

The methodology was then refined even further by updating emission factors to account for inflation-adjusted values, applying inflation rates from the International Monetary Fund (IMF) for each geographic region. This adjustment ensures that Exiobase emission factors, originally referenced to 2022, are appropriately scaled to 2024. Another significant methodological enhancement involved adjusting emission factors based on projected decarbonisation trends in the Organisation's sourcing countries, leveraging insights from the International Energy Agency's World Energy Outlook 2023. This ensures that external factors influencing emissions are duly considered.
The integration of this updated methodology has introduced more precise and tailored emission factors, improving the accuracy of output data by incorporating country-specific manufacturing emissions and customised EFs based on the characteristics of purchased goods.

Scope 3 Category 2 Emissions (from Capital Goods)

The CO_2 emissions from the Group's capital goods were negligible compared to the total Scope 3 emissions.

Scope 3 Category 3 Emissions (from Fuel- and Energy-Related Activities not Included in Scope 1 or 2)

The activities included in category 3 are:

A. upstream emissions of purchased fuels
B. upstream emissions of purchased electricity
C. transmission and distribution (T&D) losses.

Total emissions were calculated as follows:
CO_2eq emissions (location-based) = CO_2eq emissions (A) + CO_2eq emissions (B) + CO_2eq emissions (C).

For activity A, the average-data method (see GHG Protocol, Technical Guidance for Calculating Scope 3 Emissions) was applied as follows:
Upstream CO_2eq emissions of purchased fuels = Σ (fuel consumed (e.g., kWh) × upstream fuel emission factor (kgCO_2eq/kWh)) – where upstream fuel emission factors = DEFRA emission factors (2024 edition).

For activity B, the average-data method (see GHG Protocol, Technical Guidance for Calculating Scope 3 Emissions) was applied as follows:
Upstream CO_2eq emissions of purchased electricity = Σ (electricity consumed (e.g., kWh) × fuel-cycle factor (gCO_2eq/kWh)) – where fuel-cycle factor = IEA emission factors (IEA 2023 edition (reference year 2021)).

For activity C, the average-data method (see: GHG Protocol, Technical Guidance for Calculating Scope 3 Emissions) was applied as follows:
CO_2eq emissions from energy T&D losses = Σ (electricity consumed (kWh) × life cycle T&D emission factor (kgCO_2eq/kWh)).

Scope 3 Category 4 Emissions (from Upstream Transportation and Distribution)

This category includes inbound, outbound, and spare parts logistics services outsourced by the Group to third parties.

The emissions within this category were measured based on the Greenhouse Gas Protocol (revised edition) for road transport, and on the IFEU Heidelberg method for sea and rail transport. The CO_2 emissions calculation methodology for **inbound transportation and distribution** varied depending on the different transportation modes, as described below.

- ROAD transport – To calculate the total CO_2eq emissions from road transport, the following information was considered: number of shipments, utilisation capacity (taxable weight of shipment), and distance travelled (in kilometres) for each truck. The first two sets of data were downloaded from the Supply Chain Management (SCM) information system. The third set of data was obtained by measuring distances according to a Point Map. The calculation took into consideration a 24-ton average taxable weight for each truck and different region-specific emission factors (as per the Greenhouse Gas Protocol). Based on the above, the emissions were calculated as follows: **(Σ (distance in km per truck) x taxable weight per shipment per truck x specific emission factors) / average taxable weight of each truck.**
- RAIL transport – To calculate the emissions from rail transport, the Group considered the following: a 24-ton average taxable weight per container (since trains are loaded/unloaded from trucks) and the number of trains and containers per route (information received periodically from the logistics services providers). The CO_2eq emissions were calculated as follows: **CO_2eq emissions per rail route per container**[4] **x weight moved.**
- SEA transport – To calculate the emissions from sea transport, the Group considered the following data downloaded from the Supply Chain Management (SCM) information system: number of routes and weight transported during the reporting period. The CO_2eq emissions were calculated as follows: **CO_2eq emissions per sea route per ton**[5] **x weight moved.**
- AIR transport – To calculate the emissions from air transport, the Group considered data received from its air service provider and checked by a dedicated internal team. The CO_2eq emissions were calculated as follows: **CO_2eq emissions factor per air shipment x weight moved (tons).**

The CO_2eq emissions calculation methodology for outbound and spare parts transportation and distribution varied depending on the different transportation modes, as described below.

- ROAD transport (outbound) – To calculate the emissions from outbound road transport, the following data was considered: the list of sold vehicles invoiced during the reporting period; the distance travelled (in kilometres) per transport leg according to a Point Map; the average load factor specific to each product; and different region-specific emission factors. The CO_2eq emissions were calculated as follows: **Σ (distance in km per transport leg / average load factor x specific emission factors)**.
- ROAD transport (spare parts) – To calculate the total CO_2eq emissions from the transportation of spare parts by road, the Group considered the following data downloaded from the Supply Chain Management (SCM) information system: total cubic metres per route (total CBM) and distance travelled (in kilometres) per route according to a Point Map. The calculation also considered a 50-CBM

[4] *Data obtained from EcoTransIT considering average taxable weight per container.*

[5] *Data obtained from EcoTransIT.*

average truck saturation and different region-specific emission factors. The total CO_2eq emissions were calculated as follows: **(total CMB / average truck saturation) x distance x specific emission factors**.

- RAIL transport – To calculate the emissions from rail transport, the Group considered the following: a 24-ton average taxable weight per container (since trains are loaded/unloaded from trucks) and the number of trains and containers per route (information received periodically from the logistics services providers). The CO_2eq emissions were calculated as follows: **CO_2eq emissions per rail route per container[6] x weight moved.**
- SEA transport – These emissions were measured using the same calculation methodology as for rail transport emissions, using data from logistics service providers on the number of ships per shipment. Depending on the route and the weight transported, CO_2eq emissions were then quantified using the IFEU Heidelberg method (EcoTransIT).

Scope 3 Category 5 Emissions (from Waste Generated in Operations)

The CO_2eq emissions from waste generated in operations were negligible, comprising less than 0.05% of total Scope 3 emissions.

Scope 3 Category 6 Emissions (from Business Travel)

The CO_2eq emissions from employees' work related air travel, managed directly through Iveco Group's headquarters. Emissions were calculated in accordance with the German Business Travel Association (VDR) method for CO_2 emissions estimation.
The CO_2eq emissions from train travel (approximately 4,500 journeys in 2024) were estimated based on a representative sample route. Emissions were calculated using Ecopassenger tool.

Scope 3 Category 7 Emissions (from Employee Commuting)

The data within this category refers to 100% of Iveco Group employees. It was calculated for the sites in Italy (8 sites employing approximately 13,800 employees, representing approximately 38% of the global employee headcount), and then estimated for the sites outside Italy based on the average CO_2eq emissions per employee at the Italian sites. The emission factors used are sourced from the Italian Institute for Environmental Protection and Research (ISPRA) and updated on an annual basis.

Scope 3 Category 8 Emissions (from Upstream Leased Assets)

This category includes powered industrial vehicles at plants, on-site trailer tractors, ICT equipment, and leased cars. It should be noted that leased assets that use electricity fall under the Group's Scope 2 emissions, while those that use natural gas or fossil fuel fall under its Scope 1 emissions.

Scope 3 Category 9 Emissions (from Downstream Transportation and Distribution)

The CO_2eq emissions associated with distribution to end-customers not included in Category 4 were negligible compared to the total Scope 3 emissions.

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[6] *Data obtained from EcoTransIT.*

Scope 3 Category 10 Emissions (from the Processing of Sold Products)

The emissions within this category were calculated applying the average-data method[7] using the formula: **CO_2eq emissions = Σ (mass of sold intermediate product (number of engines) × emission factor of processing of sold products (kg CO_2eq/engine))**.
Most of Iveco Group's products are ready for use when they leave its production sites. A proportion of FPT Industrial engines were supplied to external customers that sell trucks, buses, and light commercial vehicles and were installed in their products. To determine the CO_2eq emissions from the assembly of these engines, the specific CO_2eq emission factors were calculated based on the energy consumption involved in their assembly at Iveco Group's plants, specifically at the Annonay plant (France) for buses, the Madrid plant (Spain) for trucks, and the Suzzara plant (Italy) for light commercial vehicles. Based on the assumption that the assembly process is similar for customers, the total emissions were calculated as follows:
Σ (specific emission factors x number of engines sold).
The CO_2eq emissions from the processing of sold products were negligible, with an incidence of less than 0.05% of total Scope 3 emissions.

Scope 3 Category 11 Emissions (from the Use of Sold Products)

Iveco Group quantifies its CO_2 emissions from the use of sold products[8] by applying different calculation methodologies depending on geographic location.
In Europe, a well-to-wheel approach was used that is the **sum of tank-to-wheel** and **well-to-tank emissions**. The tank-to-wheel emissions were measured based on the assessment of the Organisation's entire model range manufactured in Europe. Since the tank-to-wheel emissions of other greenhouses gases (GHG) at Iveco Group are less than 5% of its CO_2 emissions, and since biogenic CO_2 emissions are negligible, they were not included in the calculations. Diesel-, methane-, electric-, and hydrogen-powered versions were analysed for the following products: light commercial vehicles; medium- and heavy-duty trucks; and coaches and urban/intercity buses.
Production volumes were based on the Strategic Business Plan and the forecasts for 2030 of the individual Group brands. The average mileage by vehicle type was calculated according to the indications of the European Commission's latest proposal to amend EU CO_2 standards for trucks and buses. The average mileage for light commercial vehicles, on the other hand, was calculated using the Organisation's telematics and warranty data. For trucks, fuel consumption and CO_2 emissions were calculated using VECTO, an official tool developed by the European Commission. For buses, they were calculated using an internal tool. For light commercial vehicles, they were calculated using the CO_2 emissions data of Brand IVECO's fleet of Daily vehicles, type-approved as per the homologation tests of the Worldwide Harmonised Light Vehicles Test Procedure (WLTP test cycles). Iveco Group's well-to-tank emissions were measured based on information from accredited sources[9], according to which a weighted percentage of CO_2 emissions was assigned to each fuel type, taking into account fuel extraction, transport, refining, and distribution. Total annual CO_2 emissions

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[7] See GHG Protocol, Technical Guidance for Calculating Scope 3 Emissions.

[8] See Scope 3 category 11 of the GHG Protocol.

[9] U.S. Department of Agriculture's Foreign Agricultural Service (FAS); Infineum; Joint Research Centre (JRC); Centre for European Policy Studies (CEPS); International Energy Agency (IEA); European Biogas Association (EBA); Planète Énergies; U.S. Energy Information Administration (EIA); RTE; UN Environment Programme (UNEP); European Environment Agency (EEA); Agence de l'Environnement et de la Maîtrise de l'Énergie (ADEME); and Fuel Cells and Hydrogen Joint Undertaking (FCH JU).

were calculated as the well-to-wheel emissions from vehicles sold during the year multiplied by a 10-year lifetime estimate, determined based on internal data.
In South America, CO_2 emissions were calculated according to a well-to-wheel approach, by location and by vehicle type, as follows: **CO_2eq emissions = Σ ((number of vehicles manufactured x average annual mileage (km/year)) / average consumption) x emission factor**, where: mileage was based on historical maintenance data and the emission factors were region- and product-specific based on biodiesel percentages, as per nationally recognised sources. Furthermore, both average consumptions and emission factors varied according to the fuel used (diesel or biomethane). Total annual CO_2 emissions were calculated based on a lifetime estimate of 6 years for buses and of 15 years for light commercial vehicles and medium- and heavy-duty trucks, both determined based on internal data.

Scope 3 Category 12 Emissions (from the End-of-Life Treatment of Sold Products)

The CO_2eq emissions from the end-of-life (EoL) treatment of vehicles were estimated by extrapolating sample-based results to the total volume of vehicles manufactured in Europe. Emissions were evaluated separately for three vehicle categories – light-duty vehicles (LDVs), heavy-duty vehicles (HDVs), and buses – using the following methodology:

- sample-based estimation: the sample vehicles included for each vehicle category were selected based on the availability of respective life cycle assessment (LCA) studies; these samples were used to estimate emissions from processes such as dismantling, recycling, and disposal, considering material composition and EoL practices
- extrapolation to the total volumes: the emissions per vehicle category, derived from the sample vehicles, were extrapolated to the total number of vehicles produced in that category
- aggregation of results: total emissions were calculated as the sum of estimated emissions from ligth-duty vehicles, heavy-duty vehicles, and buses, ensuring comprehensive and consistent estimates across different vehicle types.

Scope 3 Category 13 Emissions (from Downstream Leased Assets)

Iveco Group's emissions from downstream leased assets were included in category 11, and were measured using the latter's same calculation methodology and same emission factors.

Scope 3 Category 14 Emissions (from Franchises)

The Group does not have franchises.

Scope 3 Category 15 Emissions (from Investments Emissions)

Emissions from investments, if any, were considered negligible or included in other categories.

4.4 Recalculations and Methodologies Update

Scope 1 and 2

In 2024, Iveco Group revised its calculation methodology for Scope 1 and 2 emissions in order to:

- incorporate newly available emission factors
- allocate heating-related emissions to Scope 1 category
- convert data in CO_2eq (as required by the ESRS)

Scope 3

In 2024, Iveco Group revised its calculation methodology for Scope 3 Category 1 emissions to was refined compared to the previous year to enhance accuracy by integrating product- and geography-specific emission factors.
In 2024, Iveco Group revised its calculation methodology for Scope 3 Category 11 emissions to incorporate newly available emission factors. As a result of these updates, the 2019 baseline was also adjusted accordingly.

5. ASSURANCE STATEMENT

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INDEPENDENT ASSURANCE REPORT
ON THE GREENHOUSE GAS STATEMENT

To the Board of Directors of
Iveco Group N.V.

We have carried out a limited assurance engagement on the 2024 Greenhouse Gas Statement (the "GHG Statement") of Iveco Group N. V. and its subsidiaries (the "Iveco Group" or the "Group") as of December 31, 2024.

Management Responsibility for the GHG Statement

Iveco Group N.V. (the "Company") management is responsible for the preparation of the GHG Statement in accordance with the criteria explained in paragraph 2. "References" of the GHG Statement. Management is also responsible for such internal control as it determines is necessary to enable the preparation of the GHG Statement that is free from material misstatement caused by fraud or not intentional behaviors or events. GHG quantification is subject to inherent uncertainty because of incomplete scientific knowledge used to determine emissions factors and the values needed to combine emissions of different gases.

Independence and quality management

We have complied with the independence and other ethical requirements of the *International Code of Ethics for Professional Accountants* (including International Independence Standards) (IESBA Code) issued by the *International Ethics Standards Board for Accountants*, which is founded on fundamental principles of integrity, objectivity, professional competence and due care, confidentiality and professional behaviour.

Our auditing firm applies International Standard on Quality Management 1 (ISQM1) which requires the firm to design, implement and operate a system of quality management including policies or procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

Assurance provider's responsibility

Our responsibility is to express our conclusion based on the procedures performed about the compliance of the GHG Statement with the reporting principles adopted by the European Commission pursuant to the Directive (EU) 2013/34/EU (European Sustainability Reporting Standards, also "ESRS"), with regards to the disclosure requirements described in the paragraph "References" of the GHG Statement.

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We conducted our work in accordance with the criteria established in the "*International Standard on Assurance Engagements 3410, Assurance Engagements on Greenhouse Gas Statements*" ("ISAE 3410"), issued by the *International Auditing and Assurance Standards Board* (IAASB) for limited assurance engagements.

The standard requires that we plan and perform the engagement to obtain limited assurance whether the GHG Statement is free from material misstatement. Therefore, the procedures performed in a limited assurance engagement are less than those performed in a reasonable assurance engagement and, therefore, do not enable us to obtain assurance that we would become aware of all significant matters and events that might be identified in a reasonable assurance engagement.

The procedures performed on the GHG Statement are based on our professional judgement and included inquiries, primarily with company personnel responsible for the preparation of information included in the GHG Statement, analysis of documents, recalculations and other procedures aimed to obtain evidence as appropriate.

Specifically, we carried out the following procedures:

- comparison between the GHG data included in the GHG Statement with those included in the section Sustainability Statement included in the 2024 Annual Report of the Group;
- through inquiries, obtained an understanding of the Group's control environment and information systems relevant to emissions quantification and reporting, but did not evaluate the design of particular control activities, obtain evidence about their implementation or test their operating effectiveness;
- evaluated whether the Group's methods for developing estimates are appropriate and had been consistently applied. However, our procedures did not include testing the data on which the estimates are based or separately developing our own estimates against which to evaluate the Group's estimates;
- understanding of the processes underlying the origination, recording and management of the GHG emissions data and information included in the GHG Statement.

  In particular, we carried out interviews and discussions with the management of Iveco Group N.V., we carried out limited documentary verifications, in order to gather information about the processes and procedures which support the collection, aggregation, elaboration, estimation and transmittal of GHG emissions data and information to the department responsible for the preparation of the GHG Statement.

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In addition, for material information, taking into consideration the Group's activities and characteristics:

- at the parent company's and subsidiaries' level:
  - with regards to 2024 qualitative information included in the GHG Statement, and specifically with reference to the business management model, policies applied and main risks we carried out interviews and gathered supporting documentation, on a sample basis, in order to verify its consistency with the available evidence;
  - with regards to 2024 quantitative information, we carried out both analytical procedures and limited verifications in order to ensure, on a sample basis, the correct aggregation of data;
- for the following companies, FTP Industrial S.p.A., Iveco Czech Republic A.S., Iveco S.p.A., which we selected based on their activities, their contribution to the performance indicators at the consolidated level of GHG emissions, their emissions sources and its location, and with reference to the estimated emissions included in the 2024 quantitative information, we carried out on-line meetings, during which we have gathered supporting documentation with reference to the correct application of procedures, the completeness of emissions sources, calculation methods used for the indicators, source data and relevant assumptions applicable to the sites. Our procedures did not include testing information systems to collect and aggregate facility data, or the controls at these sites.

Other matters

The comparative information for the years ended December 31, 2022 and December 31, 2023 presented in the 2024 GHG Statement has not been verified.

Conclusion

Based on the work performed, nothing has come to our attention that causes us to believe that the GHG Statement of the Group as of December 31, 2024 is not prepared, in all material respects, in accordance with the criteria explained in paragraph 2. "References" of the GHG Statement.

DELOITTE & TOUCHE S.p.A.

Giorgio Barbieri
Partner

Turin, Italy
July 17, 2025