

Pirelli

2025 CDP Corporate Questionnaire 2025

Word version

Note

Since this year's CDP campaign will close in mid-September 2025, the Pirelli CDP 2025 full questionnaire is not yet available. However, for indices and ratings purposes, we are providing in advance the responses that will be included in the CDP 2025 report for the following questions:

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

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

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

(9.13.1) What percentage of your company's revenue is associated with products containing substances classified as hazardous by a regulatory authority?

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

Climate change

(3.1.1.1) Risk identifier

Select from:

☒ Risk1

(3.1.1.3) Risk types and primary environmental risk driver

Acute physical

☒ Flooding (coastal, fluvial, pluvial, groundwater)

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☒ Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☒ Argentina

☒ Brazil

☒ China

(3.1.1.9) Organization-specific description of risk

More frequent extreme precipitation events could cause FLOOD DAMAGES to some Pirelli tyre manufacturing facilities by interrupting the production (slow / shut down) with a potential financial impact for the plant (a tyre manufacturing plant operates 24/7). Floods risks have been assessed for 2025, 2030 and 2050 horizons by means of a climate model that takes into account physical stress in our production site areas (Pirelli has production plants in Europe, North America, APAC, South America and Russia): a site specific analysis has been performed for all Pirelli's tyre production plant. According to our Climate Change Risk Assessment the plants with the higher inherent potential financial impacts due to floods at 2050 are located one in Argentina, one in Brazil and one in China. Indeed, these plants are located in areas close to rivers and some of them exposed to flood hazard: the Si river (China), the Rio Reconquista (Argentina), the Rio Capivari (Brazil). The climate scenarios considered in the CCRA analysis are the IPCC's RCP 4.5 (most likely scenario) and RCP 8.5 (business as usual scenario/worst case scenario for this risk for Pirelli).

(3.1.1.11) Primary financial effect of the risk

Select from:

☒ Decreased revenues due to reduced production capacity

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

Select all that apply

☒ Long-term

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

Select from:

☒ About as likely as not

(3.1.1.14) Magnitude

Select from:

☒ Medium-low

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

Possible financial loss (EBIT Adjusted loss) due to stop of production for a potential shut down evaluated in terms of business interruption days of one Pirelli tyre manufacturing plant (the most exposed to the risk before additional countermeasures).

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

Select from:

☒ Yes**(3.1.1.23) Anticipated financial effect figure in the long-term – minimum (currency)**

4000000

(3.1.1.24) Anticipated financial effect figure in the long-term – maximum (currency)

4000000

(3.1.1.25) Explanation of financial effect figure

*The anticipated financial effect figure represents the possible financial loss due to a potential shut down of one Pirelli tyre manufacturing plant. The value is the result of potential business interruption in days (number) multiplied by potential integrated daily EBIT Adjusted loss (EUR) due to stop production (before additional countermeasures). Financial Impact (EUR) "days of business interruption" * "daily EBIT Adjusted loss (EUR)". The value of daily EBIT Adjusted generation (EUR) cannot be disclosed as such data are confidential both from a financial and business perspective (for this purpose, to avoid backward calculation, the number of days is also not indicated). The calculation is based on climate model that takes into account physical stress in our production site areas and the quantified impact refers to the worst case scenario (IPCC RPC 8.5) on the most vulnerable production site at 2050.*

(3.1.1.26) Primary response to risk**Infrastructure, technology and spending**☒ Other infrastructure, technology and spending, please specify :rain-water physical structures like flood barriers and drainage systems**(3.1.1.27) Cost of response to risk**

1000000

(3.1.1.28) Explanation of cost calculation

CAPEX approved by the investment committee for flood risks mitigation projects at the Pirelli production sites that guarantee business continuity such as rain-water physical structures like barriers and drainage systems (e.g. new flood barrier to protect the Chinese plant from the potential flooding of the Si river).

(3.1.1.29) Description of response

[Management Approach] The increasing likelihood of precipitation extremes in some of Pirelli production site areas (Pirelli has plants in EU, North and South America, APAC and Russia) raises the risks of major flood that would harm tyre production. Pirelli Enterprise Risk Management monitors for these events: the probability; the economic impact of the physical damage and the damage on business continuity; the level of local control of these risks. Based on this analysis, Pirelli manages risks from floods and potential reduced revenue from decreased production capacity by: investing on projects that guarantee business continuity even in cases of extreme events (such as rain-water physical structures like barriers and drainage systems); implementing water saving activities; insurance policies. [Cost of Management] The Cost of management of these activities is the CAPEX on flood risks mitigation projects for the Pirelli sites. With this perspective (following the positive experience already occurred in Germany) a new flood barrier was built to protect the Chinese plant from the potential flooding of the Si river, fully mitigating the risk. [Case-study]: [Situation] In 2008 the Pirelli plant of Breuberg in Germany was hit by heavy rains that caused the flood of the Mümling river (the factory borders the river bank), which led to a flooding of the site causing the interruption of production in different departments. [Task] To protect the site from these phenomena, and mitigate the economic risks associated with the shutdown of the plant, Pirelli evaluated the possible mitigation measures to be implemented on the site. Among the options, a physical mitigation structure was chosen, [Action] The following year, Pirelli built a river water-barrier structure and a rain drainage system. [Result] Thanks to these mitigation measures, no events like that of 2008 have occurred to date, avoiding further slowdowns in tyre production due to extreme weather events.

Climate change

(3.1.1.1) Risk identifier

Select from:

☒ Risk3

(3.1.1.3) Risk types and primary environmental risk driver

Policy

☒ Carbon pricing mechanisms

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☒ Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☒ China

☒ Italy

☒ Brazil

☒ Mexico

☒ Turkey

☒ United Kingdom of Great Britain and Northern Ireland

☒ Germany

☒ Romania

☒ Argentina

☒ Russian Federation

☒ United States of America

(3.1.1.9) Organization-specific description of risk

The introduction/tightening of the Cap and Trade/Carbon tax systems in the countries where the Pirelli tyre production plants are located could lead to an increase in production operating costs with a potential financial impact for the group. This event could also affect the selling price of our products with potential loss of market

share. Discrepancy among national regulations may increase the risk relevance. The risks have been evaluated taking in consideration the EU ETS (Emissions Trading System) scheme and the other mechanisms already scheduled or in consideration for the regions where Pirelli operates. This phenomenon could happen not only at a European level, but also in other economies that already have carbon taxation policies in place or in the evaluation phase (China, Brazil, Mexico, among others). Cap and Trade schemes/Carbon taxes have been assessed by means of IEA energy transition scenarios with a 2050 horizon. The Cap and Trade/Carbon tax regimes have been assessed through the IEA energy transition scenarios (STEPS, APS and NZE) with a 2050 time horizon. The potential financial impact refers to the worst case. European Pirelli factories are directly subjected to EU-ETS regulation and the evolution of the mechanism could bring new restrictions to the credits availability. In addition, new regulations that are under implementation/evaluation may affect all other Pirelli Plants (e.g. the 2 in China, the 2 in Brazil and the Mexican one, etc.).

(3.1.1.11) Primary financial effect of the risk

Select from:

☒ Increased indirect [operating] costs

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

Select all that apply

☒ Long-term

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

Select from:

☒ About as likely as not

(3.1.1.14) Magnitude

Select from:

☒ Medium-low

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

Possible increase of operational costs due to a potential evolution of the EU ETS and introduction of new Cap and Trade schemes/Carbon taxes. The additional costs are evaluated considering a carbon price to be paid on residual emissions - both direct (scope 1) and indirect (scope 2) - of each Pirelli tyre manufacturing plant in 2050.

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

Select from:

☒ Yes

(3.1.1.23) Anticipated financial effect figure in the long-term – minimum (currency)

19100000

(3.1.1.24) Anticipated financial effect figure in the long-term – maximum (currency)

19100000

(3.1.1.25) Explanation of financial effect figure

The anticipated financial effect figure represents the possible increase of operational costs due to a potential evolution of the EU ETS and introduction of new Cap and Trade schemes/Carbon taxes. The value is the result of the 2050 residual emissions [ton CO2 eq], both direct (scope 1) and indirect (scope 2), of each Pirelli tyre manufacturing plant (estimated projection also considering the actions to reduce emissions envisaged in the industrial plan) multiplied by the carbon prices (EUR/ton CO2 eq) expected for 2050 based on IEA energy transition scenarios (STEPS, APS and NZE). The potential financial impact is based on the worst case scenario for Pirelli (stricter regulations/IEA NZE scenario) and takes into account all Pirelli production sites. Financial Impact (EUR) Sum of the "Financial Impacts of each Pirelli manufacturing plant (EUR)". Financial Impact of each Pirelli manufacturing plant (EUR) "expected CO2 emissions (ton) of the plant" * "expected carbon price (EUR/ton) in the country where the plant is located". The expected CO2 emissions (ton) of each plant at 2050, cannot be disclosed as such data are confidential both from a financial and business perspective and, for the same purpose to avoid backward calculation, also the expected carbon prices (EUR/ton) of each country where the plant is located are not indicated. Considering the average of the carbon price values expected in the different countries, an indicative carbon price average value is around 235 eur/ton at 2050 (projections made by the IEA for NZE scenario and the United Nations IPCC). The minimum and maximum impacts coincide because they consider a single price projection to 2050 of 235 eur/ton.

(3.1.1.26) Primary response to risk

Policies and plans

☒ Develop a climate transition plan

(3.1.1.27) Cost of response to risk

9000000

(3.1.1.28) Explanation of cost calculation

CAPEX on energy efficiency projects, low carbon technology, electrification of processes and renewable energy production at the Pirelli production sites that support the group emission reduction target and enable the transition plan.

(3.1.1.29) Description of response

[Management Approach] The Pirelli management method follows the approaches: investing in low carbon technology, energy efficiency projects, low carbon energy installation (renewables) to reduce CO2 emissions and mitigate these impacts; examining the environmental policies evolution of each Country (through ISO 14001), the direct impact of the inclusion in cap and trade mechanism like the EU-ETS and the indirect impact due to the increase of energy cost and raw material price. [Cost of Management] The Cost of Management of these activities includes investments in energy efficiency projects and initiatives to reduce emissions. The amount indicated refers to these kinds of projects launched in 2024. Among others: the electrification of curing presses, the modernization of the compressed air systems, the expansion of the thermal insulations and the machines/equipment replacement with new, more efficient ones. [Case-study]: [Situation] According to the world bank Observatory on Carbon Pricing, the Brazilian government had carried out studies on the possible implementation of market instruments like ETS to meet its mitigation targets and reduce overall mitigation costs. Pirelli has 2 production sites in Brazil, which could be affected by the increase in operating costs from the introduction of similar mechanism on emissions. [Task] Starting in the mid-2010s, Pirelli began evaluating options for LATAM to reduce its exposure to GHG emissions and mitigate the risks associated with possible CO2 taxation. [Action] As example, in 2018 Pirelli has started the sourcing of steam from biomass (waste wood from local supply chains) from new boiler houses built-up in Brazil, specifically in Campinas. [Results] In the year 2024, these initiatives have allowed replacing around 60 GWh of energy from fossil sources, with a savings in terms of CO2 emissions avoided around 12 ktons (Scope 2).

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

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☒ Opp1

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Products and services

☒ Shift in consumer preferences

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☒ Downstream value chain

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

- | | |
|--|--|
| <input checked="" type="checkbox"/> China | <input checked="" type="checkbox"/> Germany |
| <input checked="" type="checkbox"/> Italy | <input checked="" type="checkbox"/> Romania |
| <input checked="" type="checkbox"/> Brazil | <input checked="" type="checkbox"/> Argentina |
| <input checked="" type="checkbox"/> Mexico | <input checked="" type="checkbox"/> Russian Federation |
| <input checked="" type="checkbox"/> Turkey | <input checked="" type="checkbox"/> United States of America |
| <input checked="" type="checkbox"/> United Kingdom of Great Britain and Northern Ireland | |

(3.6.1.8) Organization specific description

The development of clients' sensibility towards environmental and climate change issues is leading to a potential increase in the demand of low-carbon products. According to the Tire Labeling Reg. (EU 2020/740), the Rolling Resistance (RR) parameter rates the tire's energy efficiency (indirect impact on the car's fuel consumption and related GHG emissions). To exploit this opportunity, Pirelli's strategy aims to increase the volumes of car tyres on the market with A or B of RR (max efficiency). Pirelli has set the target of achieving by 2025 the 35% in volumes of sold car tyres characterized by Rolling Resistance in classes A or B.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

- ☒ Increased revenues resulting from increased demand for products and services

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

Select all that apply

- ☒ Short-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

- ☒ More likely than not (50–100%)

(3.6.1.12) Magnitude

Select from:

- ☒ Medium-low

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

Potential increase in revenues driven by the growth of the volumes of sold car tyres characterized by Rolling Resistance in classes A or B.

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

Select from:

☒ Yes

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

9800000

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

9800000

(3.6.1.23) Explanation of financial effect figures

The potential financial impact reflects the projected evolution of the share of revenues directly coming from the growth of the sales from car tyres with A or B label of Rolling Resistance (RR), over a 2-years time period, on the back of the target set in 2023 to achieve 35% of volumes by 2025, vs the 30% recorded in 2023, and calculated on the potential positive delta increases of the group's revenues expected in the short term (2025). Financial Impact (EUR) "growth of delta revenues (EUR) from car tyres with A or B of RR expected in 2025 vs 2023, according to the Reasonable Case Scenario (35%)" minus "growth of delta revenues (EUR) from car tyres with A or B of RR expected in 2025 vs 2023, according to the Base Case Scenario (30%)". In detail, the Reasonable Case Scenario is based on economic guidelines of the current Pirelli Industrial Plan, while the Base Case Scenario is a static scenario.

(3.6.1.24) Cost to realize opportunity

2700000

(3.6.1.25) Explanation of cost calculation

To exploit this opportunity, Pirelli's strategy focuses mainly on R&D in low rolling resistance products, as well as increased tyre digitalization. [Cost to realize this opportunity] R&D expenses in 2024 were 4.3% of net sales. By applying the same proportion to the share of the delta revenues in 2025 related to products labelled A and B of Rolling Resistance, the value of 2.7 M (Eur) was estimated as the cost to realize this opportunity.

(3.6.1.26) Strategy to realize opportunity

The Climate Change Risk Assessment quantified the potential increase of revenues from the car tyres with A or B label of Rolling Resistance estimating the growth of sales of these products on the bases of the 2023 base scenario with a time horizon of 2025 (Industrial Plan). [Case-study]: [Situation] The development of clients' sensibility towards environmental and climate change issues is leading to a potential increase in the demand of low-carbon products. Also in 2024 we saw an

increase of climate-related criteria requests included in B2B customers tenders and a shift in B2C markets towards more sustainable products. [Task] To exploit the opportunity and to give Pirelli a competitive advantage over its competitors, Pirelli's strategy focuses on the development of low rolling resistance products, as well as increased tyre digitalization. In support of the R&D and marketing departments, responsible for the execution of the strategy, Pirelli has set public targets (covered by a dedicated investment plan) to have, by 2025, over 70% of new automotive products classified as A or B for rolling resistance and over 90% classified as A or B for "wet grip". [Action] In 2024, Pirelli invested EUR 289.5 millions in research and innovation also to support the low carbon products road-map and offer new products to the market. As example, recently Pirelli launched the new Pirelli P Z

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

Purchased goods and services

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

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

2347655

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Supplier-specific method

☒ Hybrid method

☒ Average data method

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

90

(7.8.5) Please explain

To calculate Purchased goods and services emissions, Pirelli uses an internal tool compliant with the GHG protocol. In this tool procurement volumes are brought together with tailored emission factors (EFs) to calculate the GHG emissions. The use of primary data, either directly provided by the suppliers or modeled using industry/literature data is prioritized over the use of secondary data taken from the GaBi Database. The figure includes the purchase of all the relevant raw material and auxiliaries, throughout extraction and production.

Capital goods

(7.8.1) Evaluation status*Select from:*☒ Relevant, calculated**(7.8.2) Emissions in reporting year (metric tons CO2e)**

186709

(7.8.3) Emissions calculation methodology*Select all that apply*☒ Spend-based method**(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners**

0

(7.8.5) Please explain

To calculate emissions Average spend-based method is used, which involves estimating emissions for goods (Tools, Buildings, Machinery & Equipment) by collecting data on the economic value of goods purchased and multiplying by relevant secondary emission factors (e.g., average emissions per monetary value of goods).

Fuel-and-energy-related activities (not included in Scope 1 or 2)**(7.8.1) Evaluation status***Select from:*☒ Relevant, calculated**(7.8.2) Emissions in reporting year (metric tons CO2e)**

135100

(7.8.3) Emissions calculation methodology*Select all that apply*☒ Average data method**(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners**

0

(7.8.5) Please explain

To calculate “Fuel-and-energy-related activities (not included in Scope 1 or 2)” emissions, fossil and biogenic, Pirelli uses Sphera software, an eco-design tool developed on the basis of the Life Cycle Analysis approach and in line with ISO 14040-44 standard. This is a commercial software customized for Pirelli using secondary data from certified commercial databases. This software uses secondary emission factors (industry average, etc.) for upstream emissions per unit of consumption. It relies on a knowledge of what and how much energy and fuels are used in the plants, as primary data. This information is available based on scope 1 and 2 emissions calculation. For electricity, the country of generation is also recorded, and emissions calculation is based on market approach.

Upstream transportation and distribution**(7.8.1) Evaluation status***Select from:*☒ Relevant, calculated**(7.8.2) Emissions in reporting year (metric tons CO2e)**

239483

(7.8.3) Emissions calculation methodology*Select all that apply*☒ Distance-based method

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

0

(7.8.5) Please explain

Pirelli uses an internal tool compliant with the GHG protocol. To calculate inbound and outbound logistic emissions, the tool uses transportation distances (information on the Suppliers and Pirelli plants' locations or information on Pirelli plants' locations and customers) and the volumes of raw materials purchased or finished product (input data: km and tons) and combines them with secondary GaBi Emission Factors of the transport mode and vehicle type. GaBi software is an eco-design tool developed on the basis of the Life Cycle Analysis approach and in line with ISO 14040-44 standard. This is a commercial software customized for Pirelli using secondary data from certified commercial databases.

Waste generated in operations**(7.8.1) Evaluation status**

Select from:

☒ Relevant, calculated**(7.8.2) Emissions in reporting year (metric tons CO2e)**

34021

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Average data method☒ Waste-type-specific method**(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners**

0

(7.8.5) Please explain

Waste-type-specific method involves using emission factors for specific waste types and waste treatment methods. Emissions from waste depend on the type of waste being disposed of, and the waste diversion method.

Business travel**(7.8.1) Evaluation status**

Select from:

☒ Relevant, calculated

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

9595

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Distance-based method

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

100

(7.8.5) Please explain

The data is provided by the company's travel agency for business air travel of the Group for the whole reporting year.

Employee commuting**(7.8.1) Evaluation status**

Select from:

☒ Relevant, calculated

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

23618

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Distance-based method

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

50

(7.8.5) Please explain

This value was estimated for all employees on the basis of surveys carried out by mobility managers in which data were collected on the home-work route and the means of transport used.

Upstream leased assets

(7.8.1) Evaluation status

Select from:

☒ Not relevant, calculated

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

0

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Average data method

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

0

(7.8.5) Please explain

Using the Average Data method, the calculated value was nearly zero. Therefore, for Pirelli, the category of operated (upstream) leased assets was considered not relevant or significant.

Downstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☒ Not relevant, calculated

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

0

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Distance-based method

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

0

(7.8.5) Please explain

Using the Distance-based method, the calculated value was nearly zero. This is because outbound logistics services are purchased by Pirelli and classified as upstream, while potential emissions from retailers fall below the 'de minimis' threshold. Therefore, for Pirelli, the category of downstream transportation and distribution was considered not relevant or significant.

Processing of sold products

(7.8.1) Evaluation status

Select from:

☒ Not relevant, calculated

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

1660

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Average data method

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

0

(7.8.5) Please explain

Tyres are not, by definition, a semi-finished product. Anyway, the emission calculation was done considering the energy used to fit tyre on the car.

Use of sold products

(7.8.1) Evaluation status

Select from:

☒ Relevant, calculated

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

17659952

(7.8.3) Emissions calculation methodology

Select all that apply

- ☒ Hybrid method
- ☒ Average data method
- ☒ Other, please specify :PCR

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

0

(7.8.5) Please explain

Use of sold products emissions were calculated following the Tyres Product Category Rules (PCR) (new version 3.05 used for 2024 data calculation). The figure depends both on the tyres volumes and on 5 main parameters of the tyre: rolling resistance (owned datum); the tyre mass (owned datum); the mileage (owned datum); the vehicle efficiency (PCR table); the fuel (PCR table). It should be noted that the use phase of a tyre does not contribute to the boundary that tyre makers have to consider for their value chain emission reduction goals. The exclusion of the use phase is required both by the GHG Protocol, which considers emissions from the use phase of a tyre as "Indirect" as already included in those of the vehicle supplied, and by the SBTi Criteria, which exclude them (since "indirect use-phase emissions") from the Scope 3 boundary to be considered.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

- ☒ Relevant, calculated

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

2469

(7.8.3) Emissions calculation methodology*Select all that apply*

- ☒ Average data method
- ☒ Waste-type-specific method

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

0

(7.8.5) Please explain

To calculate End of life treatment of sold products Pirelli use an eco-design tool, developed on the basis of the LCA methodology and in line with the ISO 14040-44 standard. This is a commercial software customized for Pirelli using secondary data from certified commercial databases. Input data are: total mass of sold products, Country-specific percentage of waste treated by different methods and Average waste-treatment specific-emission factors based on all waste treatment types.

Downstream leased assets**(7.8.1) Evaluation status***Select from:*

- ☒ Not relevant, calculated

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

8000

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Average data method

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

0

(7.8.5) Please explain

These emissions are calculated considering the energy consumption of our Warehouses.

Franchises

(7.8.1) Evaluation status

Select from:

☒ Not relevant, calculated

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

1851

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Average data method

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

0

(7.8.5) Please explain

The calculation involves estimating emissions of franchises, based on average statistics depending on the number and type of franchises. The estimation of emissions associated with franchises refers to the typical consumption of a tyre sales and service business.

Investments

(7.8.1) Evaluation status

Select from:

☒ Not relevant, calculated

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

33211

(7.8.3) Emissions calculation methodology

Select all that apply

☒ Hybrid method

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

0

(7.8.5) Please explain

This category includes scope 3 emissions associated with the reporting company's investments in the reporting year, not already included in scope 1 or scope 2. Joint ventures are included in this category. Energy consumptions of the JVs are used to calculate emissions.

Other (upstream)

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Please explain

There are no Scope 3 emissions associated with other upstream activities in the reporting year

Other (downstream)

(7.8.1) Evaluation status

Select from:

☒ Not relevant, explanation provided

(7.8.5) Please explain

There are no Scope 3 emissions associated with other downstream activities in the reporting year.

(9.13.1) What percentage of your company's revenue is associated with products containing substances classified as hazardous by a regulatory authority?

Row 1

(9.13.1.1) Regulatory classification of hazardous substances

Select from:

- ☒ Candidate List of Substances of Very High Concern for Authorisation above 0.1% by weight (EU Regulation)

(9.13.1.2) % of revenue associated with products containing substances in this list

Select from:

- ☒ Less than 10%

(9.13.1.3) Please explain

- At worldwide level, no substances / mixtures falling under the category recognized as SVHC (Substances of Very High Concern) are used by Pirelli to produce tyres and rubber compounds (as lastly updated by ECHA on 25 June 2025). - With respect to the previous point, the world's first tyre-based system with integrated sensors that collect data and transmit it to the vehicle (commercialized by the Group as CyberTM) works by means of a battery (commonly available on the market) containing – among others – more than 0.1% of substances belonging to the above mentioned SVHC category. However, due to the extremely low amount of them into these common devices, no significant hazards / risks for the human health or for the Environment need to be pointed out. - The Pirelli Group is fully involved in medium / long-term plan to reduce/phase-out such as chemicals by studying the possibilities to substitute them with less hazardous substances.