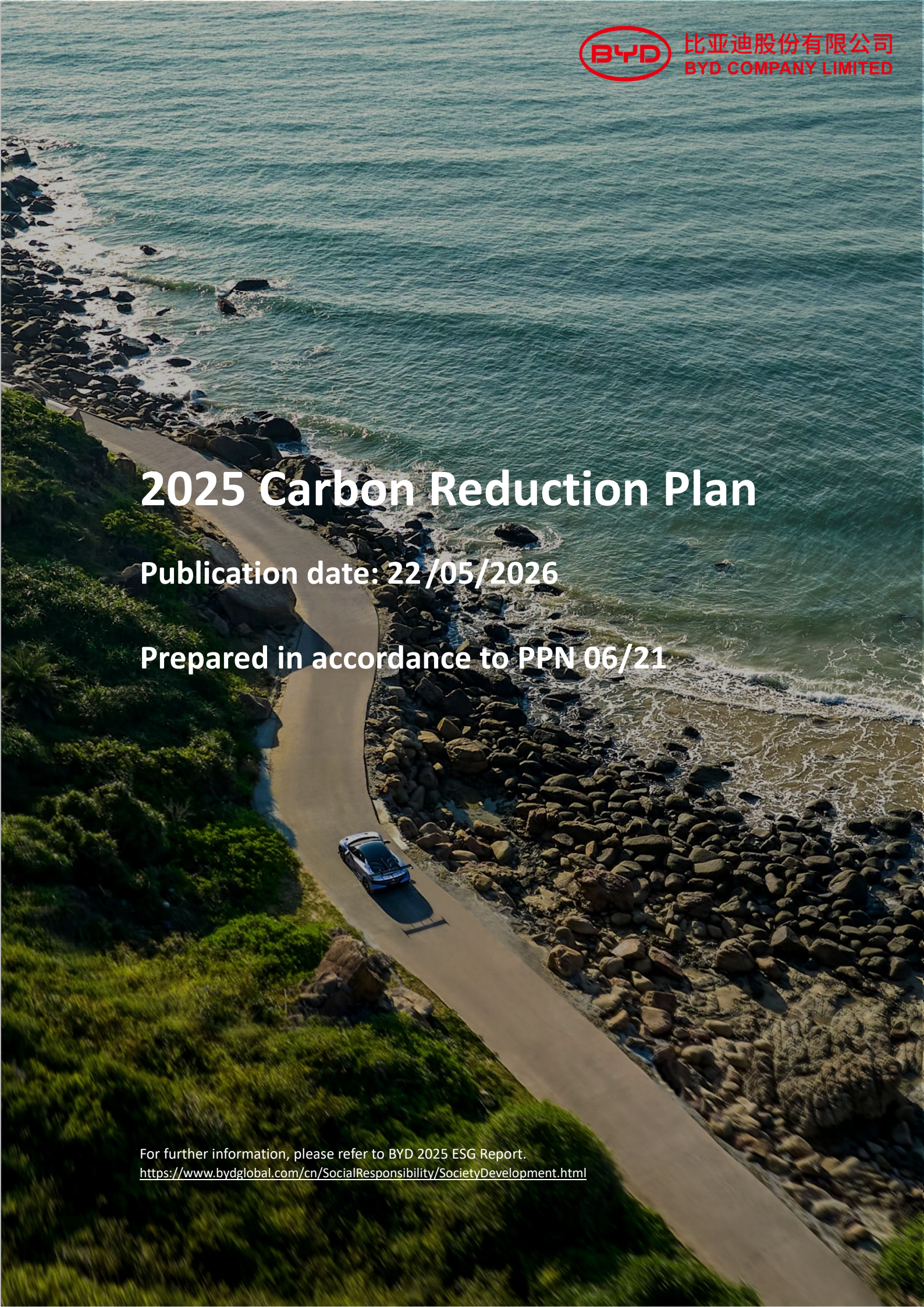


比亚迪股份有限公司
BYD COMPANY LIMITED

2025 Carbon Reduction Plan

Publication date: 22/05/2026

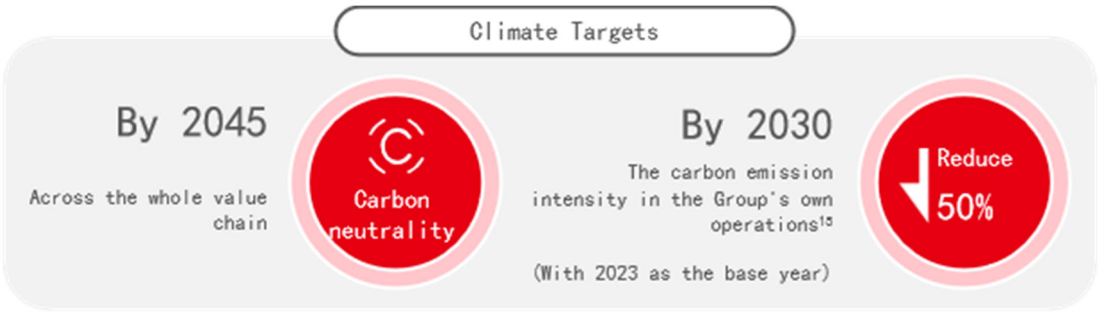
Prepared in accordance to PPN 06/21

For further information, please refer to BYD 2025 ESG Report.
https://www.bydglobal.com/cn/SocialResponsibility/SocietyDevelopment.html

Contents

1 Commitment to Achieving Net Zero

To implement the national strategy and support the Paris Agreement, BYD has announced its carbon neutrality target, striving to achieve carbon neutrality across the whole value chain by 2045. At the same time, we have set phased carbon reduction targets to reduce the carbon emission intensity in its own operations[1] by 50% compared to 2023. We regularly review and adjust the targets to adapt to changes in external policies and industry development. To achieve the 2045 carbon neutrality target, we explore the potential for energy consumption reduction based on actual energy consumption and production process characteristics and set short-and medium-term energy-saving and carbon-reduction targets. At the same time, to implement the assessment responsibility for energy-saving and carbon-reduction targets, relevant responsible persons will regularly evaluate and inspect energy-saving work. After taking all feasible emission reduction measures, we also plan to purchase high-quality, third-party certified carbon credits to offset the remaining emissions.



In 2025, subsidiaries of BYD Group, Shenzhen BYD Lithium Battery Company & Shanghai BYD Lithium Battery Company, have set validated short-term and long-term targets through the Science Based Targets initiative (SBTi). Guangxi FinDreams Battery Company has submitted its SBTi Net-zero commitment.

Following the wider Group sustainability target to achieve carbon neutrality by 2045, BYD is committed to achieving Net Zero emissions by 2050 for its UK operations.

1 Refer to BYD scope 1 and 2

2 Baseline GHG Emissions Footprint

Scope 1, 2 & 3 GHG emissions are calculated for the baseline year of 2023 (Table 1).

Table 1 2023 Baseline GHG Emissions (Scope 1,2 & 3)

Emissions Category	Total Emissions (t CO_2e)
Scope 1	931,916.00
Scope 2	11,409,539.00
Scope 3	/
Total Emissions	12,341,455.00
Additional Details relating to the Baseline Emissions calculations	
➢ Scope 1 refers to direct emissions from stationary combustion sources; Scope 2 refers to indirect emissions, while only carbon dioxide emissions are disclosed in the baseline GHG inventory. ➢ It is calculated in accordance with the provisions of Guidance for Verification of the Organisation's Greenhouse Gas Emissions of Shenzhen. ➢ Scope 3 emissions are not calculated in 2023.	

3 Current GHG Emissions Reporting

Scope 1, 2 & 3 GHG emissions are calculated for 2023, 2024 and 2025 (Table 2).

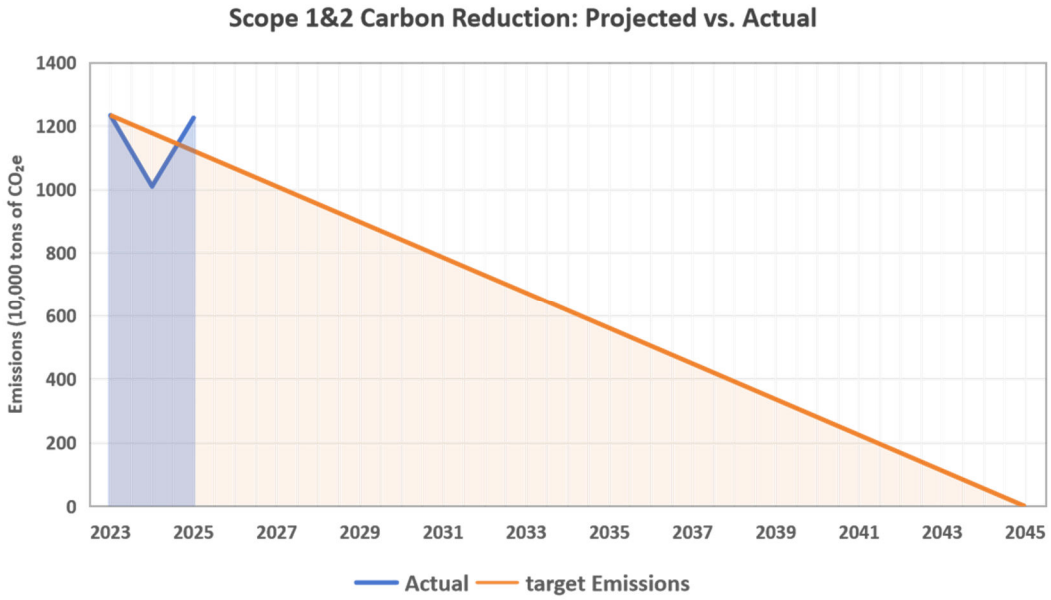
Table 1 2023 Baseline GHG Emissions (Scope 1,2 & 3)

Emissions Category	Total Emissions (t CO_2e)			% change	
	2023 (Baseline)	2024	2025	From Baseline	From previous year
Scope 1	931,916.00	1,539,251.46	1,542,304.99	+65.50%	+0.20%
Scope 2	11,409,539.00	8,562,574.74	10,721,916.24	-6.03%	+25.22%
Scope 3 (See breakdown below)	/	3,326,312.49	140,014,002.65	/	/
Category 1 - Purchased Goods and Services[1]	/	/	42,936,349.31	/	/
Category 3 - Fuel- and Energy-Related Activities[2]	/	3,166,958.18	2,197,810.64	/	-30.60%
Category 4 -Upstream Transportation and Distribution[3]	/	/	318,179.61	/	/
Category 6-Business Travel[4]	/	158,970.51	108,906.62	/	-31.49%
Category 7-Employee Commuting[5]	/	383.80	1,756.32	/	+357.61%
Category 9-Downstream Transportation and Distribution[6]	/	/	3,154,484.86	/	/
Category 10-Processing of Sold Products[7]	/	/	35,107.07	/	/
Category 11-Use of Sold Products[8]	/	/	89,500,953.79	/	/
Category 12-End-of-Life Treatment of Sold Products[9]	/	/	1,760,454.44	/	/
Total Emissions	12,341,455.00	13,428,138.69	152,278,223.88	/	/
calculation methodology details					
1. Category 1 Purchased goods and services include greenhouse gas emissions generated during the production process from various production-related materials procured by BYD; emission factors are sourced from the CEEIO database (Chinese Environmentally Extended Input-Output database) 2. Category 3 Fuel and energy-related activities include greenhouse gas emissions resulting from BYD's energy procurement, transportation and distribution; emission factors are sourced from the Ecoinvent 3.11 database					

Emissions Category	Total Emissions (t CO_2e)			% change	
	2023 (Baseline)	2024	2025	From Baseline	From previous year
3. Category 4 Upstream transportation and distribution include greenhouse gas emissions generated by the upstream transport and distribution of BYD passenger vehicles via road, water, air, and rail; emission factors are sourced from the Ecoinvent 3.11 database 4. Category 6 Employee travel includes greenhouse gas emissions generated by BYD employees' business travel, such as train and air travel; emission factors are sourced from the CPCD database (China Products Carbon Footprint Factors Database) 5. Category 7 Employee commuting includes greenhouse gas emissions generated by BYD-owned shuttle buses and other vehicles; emission factors are sourced from the CPCD database. The significant increase in greenhouse gas emissions for this category this year compared to 2024 is due to a marked rise in the number of employees commuting, the total commuting distance, and the frequency of shuttle bus operations 6. Category 9 Downstream transportation and distribution include greenhouse gas emissions generated during the downstream transport and distribution of products manufactured domestically by BYD and sold globally via road, water, air, and rail; emission factors are sourced from the Ecoinvent 3.11 database 7. Category 10 Processing of sold products includes greenhouse gas emissions generated during the post-production processing of BYD's globally sold products (battery cells); emission factors are sourced from the Announcement on the Release of 2024 Electricity Carbon Footprint Factor Data issued by the Ministry of Ecology and Environment 8. Category 11 Use of sold products includes greenhouse gas emissions generated during the use phase of BYD's products sold globally (forklifts, passenger vehicles, and commercial vehicles); emission factors are sourced from the Announcement on the Release of 2024 Electricity Carbon Footprint Factor Data issued by the Ministry of Ecology and Environment, the Greenhouse Gases - Product Carbon Footprint Quantification Methods and Requirements - Industrial Vehicles, relevant IPCC standards, and relevant specifications issued by the Ministry of Ecology and Environment 9. Category 12 End-of-life treatment of sold products includes greenhouse gas emissions generated during the dismantling and waste disposal of passenger vehicles, commercial vehicles, forklifts, batteries, and other products sold globally by BYD; emission factors are sourced from the Ecoinvent 3.11 database, the Specifications for Carbon Emission Accounting and Reporting in the Value Chain of Automobile Manufacturers and the Greenhouse Gases - Product Carbon Footprint Quantification Methods and Requirements - Industrial Vehicles				

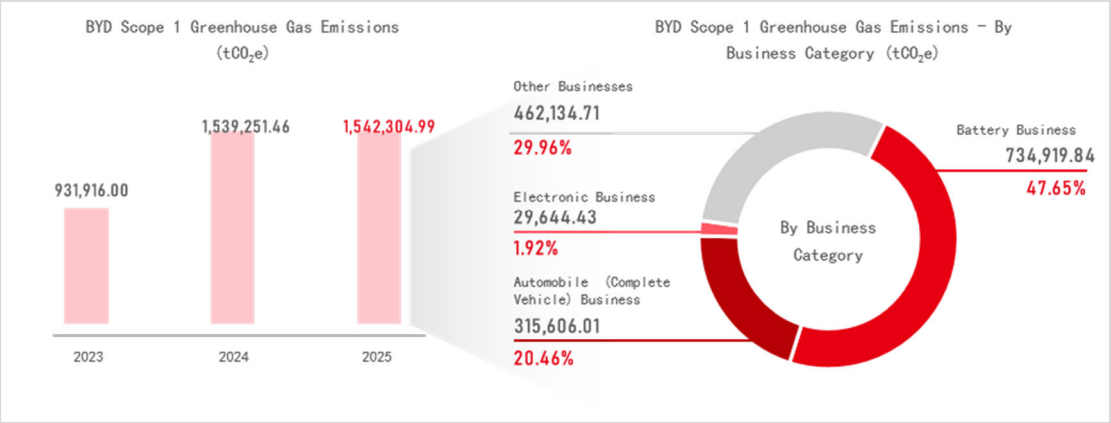
4 Emissions Reduction Targets

BYD set the Group's carbon neutrality target in 2024: to achieve carbon neutrality across the whole value chain by 2045. Meanwhile, BYD has set a phased target: taking 2023 as the baseline year, carbon emission intensity will be reduced by 50% by 2030. The figure below illustrates BYD's carbon reduction progress curve. Compared with 2023, the total Scope 1 and Scope 2 emissions decreased in 2024, while a year-on-year increase was recorded in 2025 against 2024. This rise primarily resulted from the rapid expansion of the company's global business footprint and the concentrated release of production capacity at newly operational facilities. By upgrading efficient manufacturing processes, optimising green energy structures, and deepening digital management, we will continue to actively advance our efforts toward achieving carbon neutrality and ensure that we meet our goals.

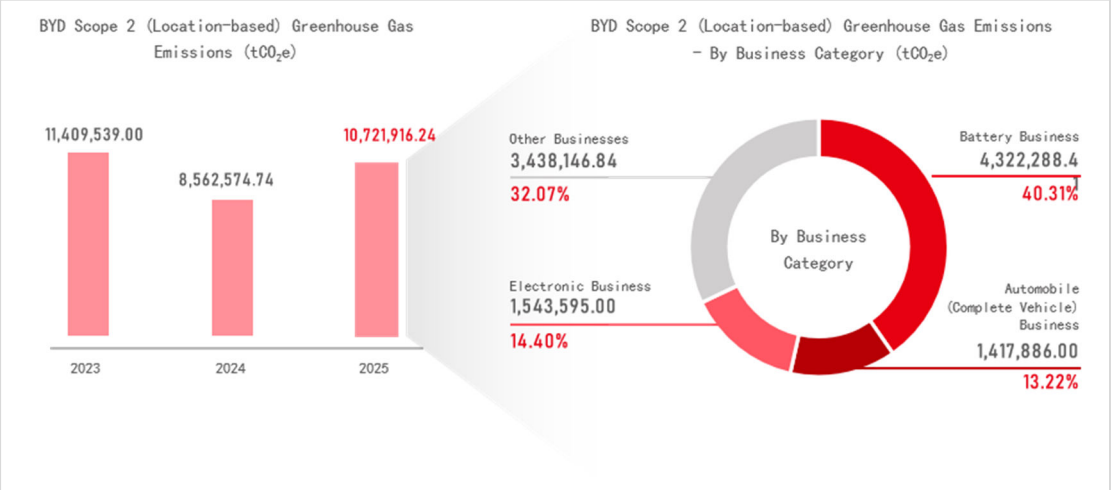


In 2025, we conducted a more detailed assessment of emissions performance across all business segments to precisely identify key areas for reduction. Inventory data indicate that the battery business

constitutes the primary source of Scope 1 and Scope 2 (location-based) emissions for the Company, stemming from fossil fuel combustion during battery production and externally procured electricity. We will continue to focus on energy conservation and emission reduction improvements for these key emission sources.



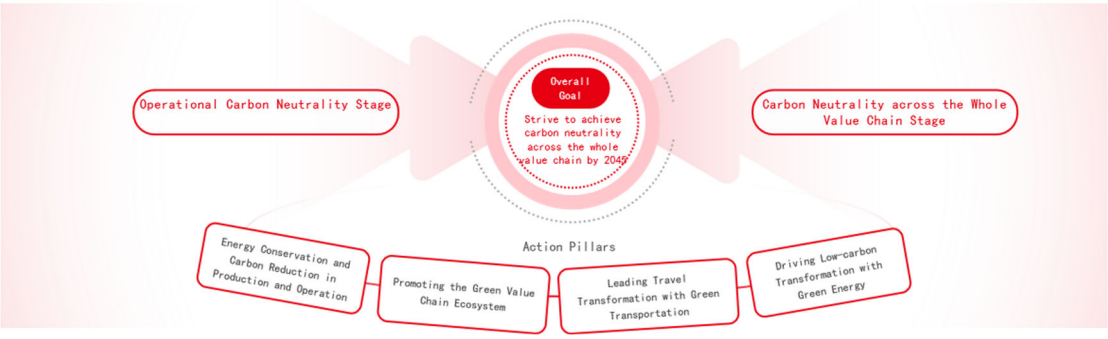
Scope 1 greenhouse gas emission factors are sourced from IPCC 2006 and the Fourth IMO GHG Study



Scope 2 greenhouse gas emission factors are sourced from the Announcement on the Release of 2023 Power Sector Carbon Dioxide Emission Factors and GB/T 32151.29—2024

5 Carbon Reduction Projects

On the path of green development, BYD, as a new energy vehicle enterprise, firmly shoulders its corporate responsibilities. Based on supporting the country's dual-carbon goals and the 1.5℃ temperature control target of the Paris Agreement, BYD has set a goal of achieving carbon neutrality across the whole value chain by 2045, which is higher than the standard requirements. We are goal-oriented, focusing this year on key initiatives across multiple domains: enhancing energy efficiency and reducing carbon emissions in production operations; pioneering green transportation to transform mobility; leveraging green energy to drive low-carbon transition; and advancing a green ecosystem across the value chain. We explicitly position products as vital vehicles for achieving climate goals, supporting our overall climate objectives through the large-scale promotion of sustainable products like NEVs. Building on business development and data foundations, we will progressively refine relevant product-related management metrics into quantifiable, trackable targets.



5.1 Digital Intelligent Carbon Management

In order to undertake the national 3060 strategic deployment and anchor BYD's core goal of "achieving carbon neutrality across the whole

value chain by 2045", in 2025, we built the "i Di Carbon Chain", a digital Carbon Management Platform as the core carrier to support the digital and intelligent transformation of corporate carbon management. The platform focuses on organisational Carbon dioxide emissions and product carbon modules to achieve accurate monitoring of corporate operational carbon footprints and efficient accounting of product life cycle carbon footprints, while meeting the needs of automatic accounting of vehicle carbon data and international compliance report generation. The launch of this platform is not only a strategic measure for BYD to deepen green development, but also our proactive layout to cope with the global green trade trend.

5.2 Carbon Footprint Report Disclosure

On November 20, 2025, BYD held the launch ceremony of the "i Di Carbon Chain" Carbon Management Platform and the release ceremony of the carbon footprint report of ATTO 2 models at its Shenzhen headquarters. According to the ISO14067 standard, the report accounts for the carbon emissions throughout the life cycle of vehicles, and quantifies them through the principle of "direct collection and direct calculation" to provide data support for emission reduction in various markets.

The results show that ATTO 2 models are expected to have approximately 34% emission reduction potential by 2035. Accordingly, BYD has formulated a phased optimisation plan, covering aspects such as improving durability and energy efficiency, strengthening Green Procurement, and increasing the utilisation rate of recycled materials and renewable energy.

SGS/CN/2025/PCFV/E/0614

Product Carbon Footprint (PCF) Verification Statement

The organization

BYD Auto Industry Company Limited

No. 3001, 3007 HengPing Road, Pingshan, Shenzhen, P.R. China
Factory Address: No. 99 BYD Avenue, Xiatang Town, Changfeng County, Hefei, Anhui Province, China

Report

ATTO 2 (YUAN UP) PCF Report

Product / Functional Unit (DU)

Product Carbon Footprint of ATTO 2 (YUAN UP) with a mileage of 200,000 kilometers is 138.68 g CO2e per 1 kilometers unit

The PCF calculation and report provided by the mentioned organization have been verified by SGS as comply for ISO 14040:2006 Environmental management - Life cycle assessment – Principles and framework, ISO 14044:2006 Environmental management - Life Cycle Assessment – Requirements and Guidelines, and ISO 14067:2018 Greenhouse gases – Carbon footprint of products – Requirements and guidelines for quantification.

This verification is based on the report and supporting materials submitted by above Organization on June 18, 2025, details please refer to SGS report: SGS/RSTS/2025/PCFV/C/0610.

Signed by

Issue Date: 30/06/2025
Electrical and Electronic Technology
Restricted Substance Testing Services

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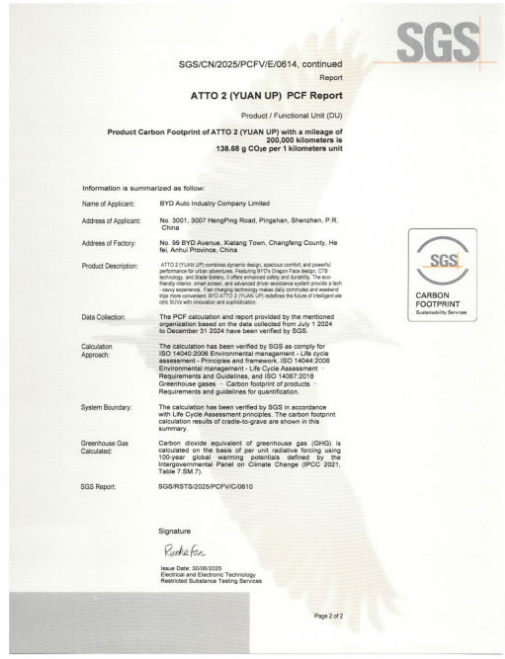
Page 1 of 2



SGS/CN/2025/PCFV/E/0614, continued

Report

ATTO 2 (YUAN UP) PCF Report

Product / Functional Unit (DU)

Product Carbon Footprint of ATTO 2 (YUAN UP) with a mileage of 200,000 kilometers is 138.68 g CO2e per 1 kilometers unit

Information is summarized as follow:

Name of Applicant:	BYD Auto Industry Company Limited
Address of Applicant:	No. 3001, 3007 HengPing Road, Pingshan, Shenzhen, P.R. China
Address of Factory:	No. 99 BYD Avenue, Xiatang Town, Changfeng County, Hefei, Anhui Province, China
Product Description:	ATTO 2 (YUAN UP) combines dynamic design, spacious comfort, and powerful performance for urban adventurers. Featuring BYD's Dragon Face design, CTB technology, and Blade Battery, it offers enhanced safety and durability. The eco-friendly interior, smart screen, and advanced driver-assistance system provide a tech-savvy experience. Fast charging technology makes daily commutes and weekend trips more convenient. BYD ATTO 2 (YUAN UP) redefines the future of intelligent electric SUVs with innovation and sophistication.
Data Collection:	The PCF calculation and report provided by the mentioned organization based on the data collected from July 1 2024 to December 31 2024 have been verified by SGS.
Calculation Approach:	The calculation has been verified by SGS as comply for ISO 14040:2006 Environmental management - Life cycle assessment - Principles and framework, ISO 14044:2006 Environmental management - Life Cycle Assessment Requirements and Guidelines, and ISO 14067:2018 Greenhouse gases – Carbon footprint of products – Requirements and guidelines for quantification.
System Boundary:	The calculation has been verified by SGS in accordance with Life Cycle Assessment principles. The carbon footprint calculation results of cradle-to-grave are shown in this summary.
Greenhouse Gas Calculated:	Carbon dioxide equivalent of greenhouse gas (GHG) is calculated on the basis of per unit radiative forcing using 100-year global warming potentials defined by the Intergovernmental Panel on Climate Change (IPCC 2021, Table 7.SM.7).
SGS Report:	SGS/RSTS/2025/PCFV/C/0610

Signature

Issue Date: 30/06/2025
Electrical and Electronic Technology
Restricted Substance Testing Services

Page 2 of 2

5.3 Clean Energy Substitution

In terms of clean energy substitution, in 2024, we voluntarily produced over 2.23 million green electricity certificates and approximately 468million kWh of green electricity.

in 2025, we voluntarily purchased over 5.22 million GECs and approximately 2.06 million MWh of green electricity. Through the consumption of green electricity and the purchase of RECs, we achieved the use of clean electricity equivalent to 7.29 billion kWh, meeting our 2025 renewable energy usage target (35%). The Pingshan Park installed rooftop solar panels, generating over 5 million kWh of electricity during the year. In the Automobile business, some parks utilised abundant local geothermal resources to provide heating for new facilities, saving 1.29 million m^3 of natural gas annually.

5.4 Energy Conservation Technical Renovation

In terms of energy-saving technological renovation, in 2024, we actively

Promoted over 410 new projects for the management of production technologies and processes, and energy-saving improvement.

In 2025, we drive process upgrades through R&D to achieve synergistic optimisation of processes and energy consumption; we improve high-energy-consumption production stages by installing high-efficiency equipment and conducting regular maintenance, recover waste heat and energy, and leverage intelligent control systems to enhance efficiency. During the reporting period, we advanced a total of 1,439 energy-saving technological upgrade projects, with key measures including the following.

5.4.1 Improve Equipment Energy Efficiency

The welding factory of the Automobile Business uses IT technology to enable one-key and scheduled dormancy of robots, saving more than 50% of energy per robot. It also uses various high-energy-efficiency energy-saving equipment and intelligent control technologies, saving 629,600 m^3 of natural gas annually.

The Battery Business has completed the transformation of air compressor stations and high-temperature air conditioners in 6 bases (with energy-saving rates of 17.4% and 30%). It has selected ultra-first-class energy-efficiency chillers, equipped natural gas boilers with waste heat recovery devices, and upgraded the burners with high-efficiency motors.

The Electronics Business uses self-developed electric servo systems to precisely control the pressure of compressed air, reducing carbon dioxide emissions by more than 13,000 tons annually. At the same time, it upgrades the vacuum generators in the ASSY and CNC processes to vacuum units and vacuum solenoid valves, respectively, reducing the vacuum power consumption of the two processes by 90% and 96% and

saving nearly 1 million kWh of electricity per month.

5.4.2 Optimise the Production Process

The Automobile Business comprehensively reduces energy consumption in production, processing, and material transportation by balancing production line capacities, optimising steel processing procedures, and adopting a short-process production mode.

The Battery business uses AI to accurately predict the capacity of battery cells, saving charging costs by RMB 4.53 million annually. It also forms a special team to promote the implementation of the technology. By using advanced production lines and replacing traditional heating with the graphene heating system, it reduces the energy consumption of the battery sheet-making process by about 70%.

5.4.3 Energy Recovery and Reuse

The heating systems in each park of the Automobile Business are set up nearby, using high-energy-efficiency boilers and low-nitrogen burners, and equipped with waste heat recovery systems and high-efficiency thermal insulation materials.

The Battery Business has installed waste heat recovery devices at multiple heat emission points, such as air compressor stations, boilers, and pole piece drying ovens in each park. Through technologies like compressed heat dryers, boiler air pre-heaters, and exhaust air heat recoveries, the heat recovery rate of the exhaust air from pole piece drying exceeds 80%. Additionally, the waste heat from boiler exhaust gas (30% thermal oil + 70% exhaust gas) is used for power generation, significantly improving energy utilisation efficiency.

The Electronics Business recycles the heat-dissipated air from air compressors and diverts it to the warehouse for heating, effectively

reducing the frequency of using air-conditioners in the constant-temperature room in winter, saving 71,200 kWh of electricity annually.

5.4.4 Intelligent Energy Efficiency Management and Control

The Automobile Business has established an online energy monitoring system with the introduction of AI. Through intelligent transformation, it realises the automatic control and information-based management of the air-conditioning system, lighting system, and metering system, enabling data-driven decision-making and achieving full-parameter and full-process control of energy consumption, resulting in a 27% annual comprehensive power saving.

The Battery Business deploys AI-based intelligent group control for the chilled water station, controlling the intelligent linkage of chillers, water hosts, primary and secondary chilled water pumps, cooling water pumps, and cooling towers. It controls the startup load according to the end-user demand to determine the optimal energy-saving combination.

5.5 Use of Recycled Material

BYD actively promotes the use of green recyclable materials and uses a large number of aluminium alloys with strong recyclable properties in the metal parts of its products to realise metal recycling. For non-metallic components, we actively develop thermoplastic materials to replace thermosetting materials to improve the recyclability of component materials. Many BYD models have outstanding environmental performance, and their material recyclability rate exceeds the requirements of the EU ELV 2005/64/EC Directive, reaching the industry-leading level.

Model Name	Reusability23	Recyclability24
BYD YUAN UP	88.0%	97.7%
BYD SEALION 7	88.5%	97.7%
BYD SEAL 5	87.6%	98.0%
BYD SEAL 6	85.8%	98.5%
BYD Seagull	86.2%	97.5%
BYD Song Pro	86.6%	97.8%

6 Future Carbon Reduction Initiatives

BYD has established achieving whole value chain carbon neutrality by 2045 as our long-term strategic objective, and formulated a medium-term emission reduction target of reducing our operational carbon emission intensity by 50% by 2030, with 2023 as the baseline. Moving forward, BYD will systematically promote carbon reduction initiatives in four key dimensions: manufacturing operations, the full product life cycle, supply chain collaboration, and the circular economy.

In terms of manufacturing operations, BYD will continue to replicate and scale up the experience gained from zero-carbon industrial parks, fully deploy self-constructed photovoltaic and energy storage projects, and steadily increase the proportion of renewable energy consumed. BYD will also implement energy-saving technological transformation measures, including energy management optimisation, waste heat recovery, and paint-free production, to continuously reduce carbon emission intensity during the manufacturing process.

In terms of products, relying on our carbon management platform, BYD has established carbon footprint access standards for new vehicle models. Through the iteration of hybrid technology, vehicle light

weighting, and the upgrading of high-efficiency power train systems, BYD will continuously optimise the full-life-cycle carbon emissions of complete vehicles and promote a steady decrease in the carbon footprint of all our product lines.

In the supply chain, BYD will strengthen low-carbon collaborative management with our upstream and downstream partners and implement green procurement standards. BYD requires core suppliers to accelerate the adoption of renewable power. By leveraging our digital carbon management system, BYD will realise the traceability, accounting, and controllability of supply chain carbon data, thereby driving carbon reduction across the entire industrial chain.

In the field of the circular economy, BYD will improve the closed-loop system for the echelon utilisation and material regeneration of retired power batteries, and increase the recycling rate of key metals such as nickel, cobalt, manganese, and lithium. BYD aims to adopt 100% recycled or recyclable packaging materials and promote the resource utilisation of industrial solid waste, reclaimed water, and waste heat. Through full-chain, multi-dimensional, and digital systematic measures, BYD will steadily advance green and low-carbon transformation and consolidate its path toward carbon neutrality.

7 Declaration and Sign-Off

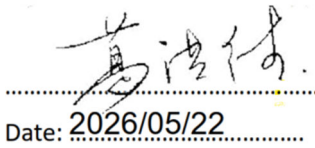
This Carbon Reduction Plan has been completed in accordance with PPN 06/21 and the associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard[1] and using the appropriate Government emission conversion factors for greenhouse gas company reporting[2].

Scope 1 and Scope 2 emissions have been reported in accordance with SECR[3] requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard[4].

This Carbon Reduction Plan has been reviewed and signed off by the board of directors (or equivalent management body).

Signed on behalf of the Supplier:



Date: 2026/05/22

1 https://ghgprotocol.org/corporate-standard

2 https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting

3 https://www.gov.uk/government/publications/academy-trust-financial-management-good-practiceguides/streamlined-energy-and-carbon-reporting

4 https://ghgprotocol.org/standards/scope-3-standard