

Ford



2022 U.S. POLITICAL ENGAGEMENT REPORT

UPDATED THROUGH FIRST-HALF 2023



Welcome to the Ford Motor Company's 2022 U.S. Political Engagement Report. In everything we do at Ford, we are guided by values that have sustained us for more than 120 years, and our participation in the political process is no different. At a time of immense change in the automotive industry, engagement in policymaking is central to securing Ford's global priorities in a world of competing voices.

The Government Affairs team works around the world to educate policymakers and stakeholders about our business operations, our customers, and the hundreds of thousands of families and communities that depend on a strong Ford. We've prepared this report in an effort to be transparent about the principles that govern our participation in the political process, including our participation in organizations that contribute to national, state, and local debates on policy issues. We continually strive to increase our transparency with all stakeholders, and hope you find this report informative.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris A. Smith". The signature is fluid and cursive.

Chris A. Smith
Chief Government Affairs Officer

INTRODUCTION

The 2022 Political Engagement Report highlights the principles that govern Ford's corporate participation in the political process and strives to increase transparency.

By communicating Ford's policies regarding employee political participation, disclosing company memberships in organizations that seek to inform policy, and sharing political contributions and lobbying reports, we hope that readers will better understand how Ford uses its voice to help inform policies that affect our employees, customers and shareholders.

As a global company, Ford works with a broad range of coalitions, industry groups, and trade associations around the globe to leverage our resources effectively on key issues. These connections help the company exchange ideas and collaborate to develop and promote policies that benefit our company, our industry, and our communities.

Organizations that contribute to debate on policy issues often encompass diverse viewpoints, which are not always shared by Ford. Through the years, Ford has exercised our right to make our own position clear and has taken an alternative path when necessary.

Ford engages on a wide range of policy issues, including safety, emissions standards, vehicle electrification and charging initiatives, autonomous and connected vehicle technologies, tax, trade, manufacturing, and labor policy, among others.

2022

For the second year in a row, Ford achieved "Trendsetter" status in the Center for Political Accountability's Zicklin Index. We are proud of this recognition and remain committed to transparency as we look toward the future.

IN THIS REPORT

UPDATE

- 1 U.S. political participation, contributions and lobbying reports
- 2 Ford's membership in coalitions and associations
- 3 Ford's membership in organizations that seek to inform policy



Ford participates openly and transparently in the political process to support local, state, national, and international policies that are economically, environmentally, and socially sustainable for our company, customers, and communities.



U.S. POLITICAL CONTRIBUTIONS

■ EMPLOYEE POLITICAL PARTICIPATION

U.S. employees are encouraged to become engaged in their communities and participate in the political process.

Ford respects the right of each employee to decide if and how to do this using their personal time. The company may grant salaried employees a leave of absence or rearrange work hours to enable employees to run for office and serve as a full or part-time elected official outside work, subject to local laws and work rules. Collective bargaining agreements govern on this issue with respect to hourly employees. Except for administrative expenses associated with the Ford PAC in the U.S., the use of corporate funds to support or oppose the election of any candidate for office is not permitted by company policy.

BUILT *Ford* PROUD

Ford does not contribute corporate funds directly to candidates, campaigns, or political organizations in the U.S. even if the law allows it.

Ford's Board of Directors has authorized the company to participate in the political process through voluntary employee and shareholder contributions to the Ford Motor Company Civic Action Fund, known as the "Ford PAC". The Ford PAC rigorously adheres to state, local, and federal law, and all Federal Election Commission guidelines.

Voluntary contributions to the Ford PAC may be solicited from Ford management, employees, and shareholders who are U.S. citizens or legal permanent residents. Contributions to the PAC are distributed at the discretion of the PAC's Political Contributions Committee, comprised of certain Ford employees who are PAC

donors. Ford Government Affairs, under the direction of the Chief Government Affairs Officer, is the group responsible for PAC administration.

The PAC makes expenditures in federal, state, and local races deemed relevant to the company, but generally does not contribute to presidential candidates.

Ford does not make independent political expenditures in direct support of or opposition to campaigns. Neither Ford nor the Ford PAC contributes to independent-expenditure-only political action committees (so-called Super PACs), which are not subject to donation limits. Candidates and committees to whom the PAC might contribute are evaluated on a nonpartisan basis and without regard to the private political preferences of any contributor, manager, employee, or shareholder. This viewpoint on nonpartisan giving also applies to Ford corporate spending permitted by Company policy.



The Ford PAC donates non-corporate funds to candidates, campaigns and committees. Company policy permits spending on ballot initiative campaigns, Section 527 organizations, 501(c)(4) organizations, and 501(c)(6) trade associations in certain instances.

Independent expenditures of corporate funds in support of or opposition to a candidate or campaign are not permitted.

U.S. POLITICAL CONTRIBUTIONS

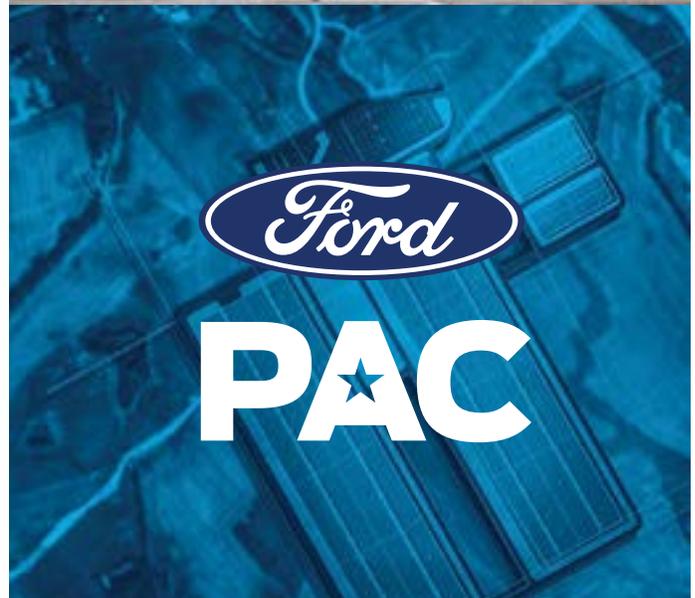
Ford Motor Company does not generally take policy positions meant specifically to favor one candidate or political party over others. Ford may, however, contribute to, support, or oppose a state or local ballot proposal if permitted by law and if the Chief Executive Officer believes that the issue is significant to the business. Ford also may contribute corporate funds to Section 527 organizations and 501(c)(4) social welfare organizations, which may engage in political activity in certain circumstances. Ford did not make these types of donations in 2022; details are included in this report.

To receive a contribution from Ford PAC, candidates and committees are evaluated against the following principles:

- champion manufacturing, mobility, and innovation policies of interest to Ford
- represent districts or states with a large Ford presence or participate on a key committee relevant to Ford and/or its partners
- serve in a leadership role or show potential as a future leader
- maintain a track record of supporting Ford employees and operations
- demonstrate public service consistent with building trust and acting with competence, integrity, and service to others.

The Ford PAC is governed by a set of bylaws that can be viewed by clicking [here](#).

Copies of the PAC's filings with the Federal Election Commission, detailing expenditures on federal candidates as required by law, are linked on the following page. State and local contributions are included in the FEC reports.



UPDATE

LINKS TO REPORTS

FORD PAC FEC REPORTS

2022

[February Monthly Report \(2022\)](#) ↗

[March Monthly Report \(2022\)](#) ↗

[April Monthly Report \(2022\)](#) ↗

[May Monthly Report \(2022\)](#) ↗

[June Monthly Report \(2022\)](#) ↗

[July Monthly Report \(2022\)](#) ↗

[August Monthly Report \(2022\)](#) ↗

[September Monthly Report \(2022\)](#) ↗

[October Monthly Report \(2022\)](#) ↗

[Pre-General Report \(2022\)](#) ↗

[Post-General Report \(2022\)](#) ↗

[Year-End Report \(2022\)](#) ↗

2023

[February Monthly Report \(2023\)](#) ↗

[March Monthly Report \(2023\)](#) ↗

[April Monthly Report \(2023\)](#) ↗

[May Monthly Report \(2023\)](#) ↗

[June Monthly Report \(2023\)](#) ↗

[\(Click to view reports\)](#)

LOBBYING REPORTS

2022

[Q1 2022 \(Amended\)](#) ↗

[Q2 2022 \(Amended\)](#) ↗

[Q3 2022 \(Amended\)](#) ↗

[Q4 2022 \(Amended\)](#) ↗

2023

[Q1 2023](#) ↗

[Q2 2023](#) ↗

Expenditures on Ballot Initiatives in 2022

Ford did not contribute to ballot initiatives in 2022 and through first-half 2023.

Expenditures on Section 527 Organizations

Ford did not contribute to Section 527 organizations in 2022 and through first-half 2023.

Expenditures on 501(c)(4) Organizations

Ford did not contribute to 501(c)(4) organizations in 2022 and through first-half 2023..

Oversight of Political Spending

Ford's Chief Government Affairs Officer has final authority over contributions to Section 527 and 501(c)(4) organizations, 501(c)(6) association memberships, and other political spending permitted by Company policy. Support for ballot initiative spending requires approval of the Chief Executive Officer. Ford PAC's employee-led Political Contributions Committee oversees PAC spending.

The Nominating and Governance Committee of Ford's Board of Directors, composed entirely of directors determined to be 'independent' in accordance with the rules of the New York Stock Exchange, has responsibility for evaluating, monitoring, and making recommendations to the full Board with respect to all corporate governance policies and procedures, including governance of political engagement. The Committee annually reviews contributions and membership decisions made by the Company in the following areas:

- Local, state, federal and international memberships representing affiliations with key coalitions and industry associations supporting the Company's policy agenda, and
- Corporate contributions to philanthropic and policy-related organizations supported by the Company.



Policy Framework

Since 2021, Steve Croley, Chief Policy Officer and General Counsel, has overseen the intersection of policy, compliance, legal, and privacy, reporting directly to CEO Jim Farley. Under Croley's direction, a new policy framework was created to advance Ford's business objectives while vindicating the company's values. The framework leverages the entire policy team, which is comprised of:

- **Environmental and Safety Compliance**
- **Government Affairs**
- **Office of General Counsel**
- **Privacy**
- **Security**

This structure empowers the teams to function as one, contributing the expertise of their respective professional disciplines, unified throughout the policy organization. Ford's ambitious Ford Policy Agenda, which sets forth detailed policy missions to defend and advance Ford Motor Company's interests, reflects this integration.



■ POSITION EVALUATION PROCESS

Ford believes that comprehensive, industry-wide policies that protect the environment while promoting technological innovation are critical. Ford advocates for positions which are:

- science-based
- sustainable (i.e., address climate change and are aligned with the Paris Agreement)
- market-based (e.g., carbon pricing)
- performance-based and technology agnostic
- harmonized

Ford conducts internal reviews of associations' lobbying positions, including any discrepancies with our positions, and our actions in response. The results of this review are shared with management. If an association's position does not align with our criteria, we respond appropriately, at times advocating for our position independently.



Climate Change Goals and Background

Ford believes that climate change is among the biggest challenges of our generation. We are doing our part by taking urgent action to achieve carbon neutrality no later than 2050 – and in Europe by 2035.

To reach our carbon neutrality goals, we aim to reduce greenhouse gas emissions across the life cycle of our vehicles, driving energy efficiency and conservation in our facilities and manufacturing processes, and partnering with our suppliers to reduce their environmental impacts.

Our goals are backed by science-based targets approved by the Science Based Targets Initiative:

- Reduce Scope 1 and 2 greenhouse gas (GHG) emissions from our operations by 76% by 2035 from a 2017 baseline
- Reduce Scope 3 GHG emissions from the use of sold products by 50% per vehicle km by 2035 from a 2019 baseline

Our Scope 1 and 2 operations target is aligned with the SBTi 1.5°C path, while our use of sold products (vehicle) target is consistent with the well-below 2°C target. These targets do not include offsets and are strictly GHG reduction targets. Our Scope 3 target goes beyond tailpipe emissions and includes reducing vehicle emissions from a fuel-cycle perspective (well-to-wheels) which includes the production and consumption of energy during vehicle use.

Our climate change efforts are aligned with the United Nations Framework Convention on Climate Change (Paris Agreement). Ford is proud to be one of the first U.S. automakers to align with the international community to limit global warming as part of the Paris Agreement.

We also support the authority of California and other states to protect people's health and combat climate change by establishing and enforcing air pollution standards and zero-emission vehicle requirements for new vehicles within their state.

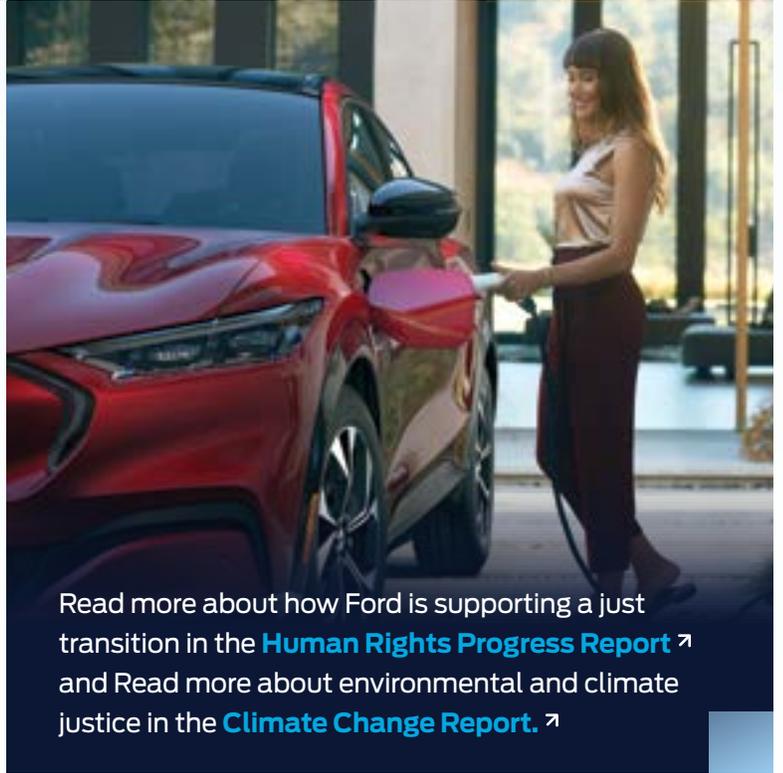
THE ROAD TO CARBON NEUTRALITY



Just Transition

The shift to electric vehicles is critical to Ford achieving our business and sustainability goals. However, such a transition comes with challenges that must be addressed, from acting with urgency to respond to climate change to managing the impact of the transition to EVs on our workforce and local communities to ensuring that everything we make – or that others make for us – upholds the highest sustainability standards, including our own commitment to respecting human rights.

As we take leadership of the electric vehicle revolution, Ford supports a just transition by preparing our workforce and local communities for the transition to EVs. Ford supports environmental justice by protecting communities from environmental and health hazards and providing meaningful involvement in our decision-making processes. Ford supports climate justice, and the growing understanding that the impacts of climate change will not be felt equitably among all communities.



WE ARE ON THE PATH TO AN ELECTRIC WORLD

Around the world, we are dedicating more than \$50 billion from 2022 through 2026 to accelerate our zero-emission vehicle plan and create an ultra-efficient manufacturing system for our vehicles and the batteries that power them. We are on the path to reach our targeted annual run rate of 600,000 EVs by late 2023 and more than 2 million by the end of 2026. By 2030, we expect half of our global vehicle sales volume will be electric.

ENVIRONMENTAL ASPIRATIONAL GOALS

Climate Change: Achieve carbon neutrality globally no later than 2050

Air: Attain zero emissions from our vehicles and facilities

Energy: Use 100 percent carbon-free electricity in all manufacturing by 2035

Waste: Reach true zero waste to landfill across our operations
Eliminate single-use plastics from our operations by 2030

Materials: Utilize only recycled or renewable content in vehicle plastics

Water: Make zero water withdrawals for manufacturing processes
Use freshwater only for human consumption

More information on Ford's commitments can be found in our [Integrated Report](#). ↗

PARTNERSHIPS AND COLLABORATIONS



Addressing climate change requires collaboration with multiple partners and organizations in the public and private sectors to drive progress. Together we face challenges including customer acceptance of electric vehicles, government regulations, economic factors and the availability of carbon neutral electricity and renewable fuels. We hope that all business leaders will join us in addressing climate change with the urgency that's needed to meet the crisis and will partner with government stakeholders to find solutions. Public-private partnerships are essential to making the transition to electric vehicles on the timeline needed to avoid the worst consequences of climate change.

We're supportive of consumer EV incentives to accelerate that transition by making electric vehicles even more affordable while supporting manufacturing jobs. We're working with government partners to secure the supply chains and develop the technologies we need to produce the batteries and vehicles of the future here in the U.S. We partner with groups including the Climate Leadership Council and the Center for Climate and Energy Solutions Business and Environmental Leadership Council to demonstrate our leadership and advocate for stronger GHG policy, climate resiliency, and infrastructure that help remove obstacles and build the market for EVs.

Ford also established the Blue Table Forum, a stakeholder advocacy program focused on creating and building a trusted community of organizational and institutional stakeholders from a diverse group of NGOs, nonprofits and academic institutions. The program goal is to initiate a dialogue around critical issues faced and how we can work together to build a zero-emissions transportation future. To-date, the program has engaged over 75 influential thought-leaders across 50 organizations with regional, national and global representation and a diverse stakeholder network of over 70 million including members, donors, volunteers, and partner organizations.

At the 26th Conference of the Parties to the United Nations Framework Convention on Climate Change in 2021, Ford joined RouteZero, a global coalition working toward making sales of all new cars and vans zero-emissions by 2040 globally and no later than 2035 in leading markets. We expanded on our commitments at the 2022 convention as a member of the First Movers Coalition, a global initiative to harness purchasing power and supply chains to create early markets for innovative clean energy technologies.

COALITIONS AND ASSOCIATIONS

FORD 2022 DUES TO COALITIONS AND ASSOCIATIONS THAT INFORMED FEDERAL AND STATE POLICY

USD Range	Coalition
\$1 million or more	<ul style="list-style-type: none"> • Alliance for Automotive Innovation (19% = % of nondeductible dues) • American Automotive Policy Council (18% = % of nondeductible dues)
\$500,000-999,999	<ul style="list-style-type: none"> • None
\$100,000-499,999	<ul style="list-style-type: none"> • 5G Automotive Association (0% = % of nondeductible dues) • American Financial Services Association (40% = % of nondeductible dues) • Americans for Carbon Dividends (36% = % of nondeductible dues) • Autonomous Vehicle Industry Association (20% = % of nondeductible dues) • Business Roundtable (60% = % of nondeductible dues)* • Engine Manufacturers Association (0 = % of nondeductible dues)* • National Association of Manufacturers (30% = % of nondeductible dues) • U.S. Chamber of Commerce (35% = % of nondeductible dues)
\$50,000-99,999	<ul style="list-style-type: none"> • American Property & Casualty Insurance Association (52% = % of nondeductible dues) • Detroit Regional Chamber of Commerce (6% = % of nondeductible dues) • Electric Drive Transportation Association (52% = % of nondeductible dues) • Business Forward (10% = % of nondeductible dues) • The Economic Club of Detroit (0% = % of nondeductible dues) • Intelligent Transportation Society of America (0% = % of nondeductible dues) • Michigan Manufacturers Association (25% = % of nondeductible dues)
\$25,000-49,999	<ul style="list-style-type: none"> • American Chamber of Commerce to the European Union (0% = % of nondeductible dues) • CalSTART (0% = % of nondeductible dues) • Coalition for Future Mobility (0% = % of nondeductible dues) • Council of the Americas (5% = % of nondeductible dues) • The Economic Alliance for Michigan (0% = % of nondeductible dues) • Greater Louisville, Inc. (0% = % of nondeductible dues) • Illinois Chamber of Commerce (20% = % of nondeductible dues) • Partnership for Transportation Innovation and Opportunity (15% = % of nondeductible dues) • U.S. ASEAN Business Council (1% = % of nondeductible dues) • U.S.-China Business Council (0% = % of nondeductible dues) • U.S.-Russia Business Council (0% = % of nondeductible dues)

Ford is a member of various tort reform groups and technical/research forums nationally that are not the subject of this report. This report does not include all organizations or associations Ford supports under a threshold of \$25,000 annually.

* Membership ended in 2022



MEMBERSHIP ALIGNMENT

Ford maintains membership in several organizations that are involved with climate and sustainability issues. A list of major organizations and a description of Ford's alignment, where applicable, with their policy priorities is included below.

ALLIANCE FOR AUTOMOTIVE INNOVATION

Mission	Climate Change Position	Where We Align
<p>A broad coalition of automotive manufacturers and suppliers operating in the U.S., representing manufacturers producing nearly 99 percent of cars/ light trucks sold in the U.S. Its focus is on creating a safe and transformative path for sustainable industry growth, working on regulatory and policy matters at the federal and state level that impact the light-duty vehicle market.</p>	<p>The industry has consistently called for year-over-year fuel economy and greenhouse gas improvements.</p> <p>Automakers need a policy environment that reduces GHG, improves fuel economy and accelerates the transition to electrified vehicles.</p> <p>Looking to the future, we need policies that support a customer-friendly shift toward electrified technologies.</p>	<p>Ford pressed Auto Innovators to be supportive of EPA's GHG rule finalized late last year and Biden Administration's Electrification goals of 40 to 50% ZEV by 2030.</p> <p>Ford's position within the Alliance is consistent with our public view that a comprehensive standards including California provides the best path forward to accelerate the ICE to BEV transition, reduce carbon emissions and meet customer needs and expectations.</p>

AMERICAN AUTOMOTIVE POLICY COUNCIL

Mission	Climate Change Position	Where We Align
<p>Although primarily focused on trade issues and the common public policy interests of its member companies – Ford, General Motors, and Stellantis N.V. – AAPC also engages on a broad range of related technology, safety, fuels and fuel economy issues and pursues regulatory harmonization with other markets around the world.</p>	<p>AAPC, coordinating with Ford, GM, and Stellantis, is taking a comprehensive, all-inclusive approach to “going green.” Combining innovation, engineering and ingenuity, U.S. automakers have implemented environmentally friendly measures from the start of production to the final sale of the vehicle.</p>	<p>Ford continues to promote alignment with U.S. standards in global export markets to ensure harmonization with fuel economy and safety initiatives. When an economy-wide carbon pricing initiative gains traction, AAPC will advocate for inclusion of a carbon border adjustment that will encourage other countries to implement similar climate policies and level the playing field for U.S. manufacturers.</p>

MEMBERSHIP ALIGNMENT

NATIONAL ASSOCIATION OF MANUFACTURERS

Mission	Climate Change Position	Where We Align
<p>NAM's work is centered around the success of the more than 12.8 million people who make things in America, and is focused on four values: free enterprise, competitiveness, individual liberty and equal opportunity.</p>	<p>NAM has called on Congress to address climate change. NAM testified before the House Subcommittee on Environment & Climate Change and shared what the manufacturing sector is doing to reduce emissions. Over the past decade, manufacturers have reduced the carbon footprint of their products by 21 percent while increasing their value to the economy by 18 percent.</p>	<p>Ford continues to highlight the importance of climate change at NAM and pursuing a more progressive stance through:</p> <ul style="list-style-type: none"> • Product actions (e.g., 40-50% electric by 2030, \$50B investment through 2026 for electrification, continuing to electrify iconic brands like Mustang, F-150, E-Transit) • Facilities (zero air emissions, and use of 100% renewable energy for all manufacturing plants) • Internal/external advocacy of an economywide carbon pricing policy

U.S. CHAMBER OF COMMERCE

Mission	Climate Change Position	Where We Align
<p>The U.S. Chamber of Commerce is the world's largest business organization, representing the interests of more than three million businesses of all sizes, sectors, and regions. Ford is primarily engaged with the Chamber as part of its Institute of Legal Reform and with respect to its international outreach efforts.</p>	<p>The Chamber stands with every American seeking a cleaner, stronger environment — for today and tomorrow. The Chamber recognizes that our climate is changing, and humans are contributing to these changes. Inaction is simply not an option, and American businesses will play a vital role in creating innovative solutions to protect our planet.</p>	<p>Ford continues to highlight the importance of climate change at the Chamber:</p> <ul style="list-style-type: none"> • Product actions (e.g., 40-50% electric by 2030, \$50B investment through 2026 for electrification, continuing to electrify iconic brands like Mustang, F-150, E-Transit) • Internal/external advocacy of an economywide carbon pricing policy • Joint advocacy on intellectual property initiatives to support ongoing U.S. research and development on advanced vehicle and battery technologies



MEMBERSHIP ALIGNMENT

CLIMATE LEADERSHIP COUNCIL / AMERICANS FOR CARBON DIVIDENDS

Mission	Climate Change Position	Where We Align
<p>An international policy institute founded in collaboration with a who's who of business, opinion and environmental leaders to promote a carbon dividends framework as the most cost-effective, equitable, and politically viable climate solution. If the CLC plan is enacted into law, U.S. carbon dioxide emissions would be cut in half by 2035 while providing all families a carbon dividend of approximately \$2,000 per year.</p>	<p>CLC advocates for a specific carbon fee/dividend solution with the following elements:</p> <ul style="list-style-type: none"> • A gradually increasing carbon fee (\$40 per ton increasing every year at 5% above inflation) • Carbon dividends for all American families (approximate \$2000 dividend in first year) • Regulatory simplification (but vehicle fuel economy and GHG programs would continue) • Border carbon adjustment to ensure companies do not move emissions overseas 	<p>Ford is actively engaged in educating members of Congress on a growing group of businesses and NGOs working towards the meaningful solutions needed to achieve significant reductions in GHG emissions. Ford believes that comprehensive, industry-wide policies that protect our environment in the near term and promote technological innovation are critical. A carbon border adjustment will encourage other countries to implement similar policies by leveling the playing field for U.S. manufacturers. Ford has participated in multiple outreach initiatives with senior-level executives and Government Affairs staff, including the Senate Climate Caucus.</p>

CEO CLIMATE DIALOGUE

Mission	Climate Change Position	Where We Align
<p>The CEO Climate Dialogue is a “principle-based” organization, not wedded to a specific solution (e.g., carbon tax, cap and trade, etc.). Instead, it advocates that the President and Congress put in place a long-term federal policy as soon as possible to protect against the worst impacts of climate change.</p>	<p>The CCD supports legislation aligned with its 6 guiding principles:</p> <ol style="list-style-type: none"> 1. Significant: Reduce U.S. greenhouse gas emissions 80% or more by 2050 2. Effective: Focus on outcomes, not specific resources or technologies 3. Market-based: An economy-wide price on carbon via carbon tax or cap and trade 4. Durable and responsive: Well designed and stable policies that deliver predictable results 5. Do no harm: Support the competitiveness of the U.S. economy 6. Promote equity: Provide transparency and promote affordability while distributing costs and benefits to promote equity 	<p>Ford is proud to be the first automaker to join the CEO Climate Dialogue and looks forward to exchanging ideas as we work with lawmakers to shape climate policy. Ford continues to highlight the need for a comprehensive market-based solution. We believe this will be necessary to achieve reductions needed for net-zero carbon emissions by 2050.</p> <p>As of 2023, Ford is no longer a member of CEO Climate Dialogue. This change does not reflect a difference in values, but rather the changing scope of the organization.</p>



MEMBERSHIP ALIGNMENT

ENGINE MANUFACTURERS ASSOCIATION

Mission	Climate Change Position	Where We Align
<p>The Truck and Engine Manufacturers Association (EMA) represents worldwide manufacturers of internal combustion engines and on-highway medium- and heavy-duty trucks. EMA works with government and industry to help the nation achieve its goals of cleaner air and safer highways and to ensure that environmental and safety standards and regulations are technologically feasible, cost-effective, and provide safety and environmental benefits.</p>	<p>Better fuel efficiency is a key customer demand in the commercial vehicle sector, and our members continuously work to introduce better and more efficient technologies and systems into the marketplace. Because improved efficiency also results in lower greenhouse gas emissions, engine and truck manufacturers' efforts to improve fuel efficiency for our customers align well with the overall goals of the regulation proposed today.</p>	<p>We both support continuous reduction to GHG emissions from heavy duty vehicles while maintaining their capability and one national standard. Ford supports introduction of heavy-duty ZEV technologies as they become feasible.</p> <p>As of 2023, Ford is no longer a member of the Engine Manufacturers Association.</p>

ELECTRIC DRIVE TRANSPORTATION ASSOCIATION

Mission	Climate Change Position	Where We Align
<p>The Electric Drive Transportation Association (EDTA) is a trade association promoting battery, hybrid, plug-in hybrid and fuel cell electric drive technologies and infrastructure. They conduct public policy advocacy, education, industry networking, and conferences that engage industry, academia, policymakers and the public. EDTA's membership includes the entire electric drive value chain, including vehicle, battery and component manufacturers, electricity providers, and smart grid and infrastructure developers. Collectively, our members are developing and deploying technologies that advance the electrification of transportation.</p>	<ul style="list-style-type: none"> • Achieving net-zero emissions transportation for all Americans is a critically important goal that requires a comprehensive effort across multiple sectors of the economy to electrify transportation • U.S. leadership in this effort to electrify transportation will secure our economic future while driving innovation that reduces emissions, creates jobs and boosts investment opportunities in our communities and across all segments of the economy • To secure our leadership, the U.S. should implement an aggressive five-year plan that catalyzes growth with significant, long-term investments in market expansion and accelerates technology development and deployment for cross-sector adoption of e-mobility 	<p>EDTA is aligned with Ford on the need to accelerate the ICE to BEV transition where we are aligned on for extending/expanding EV incentives including consumer tax credit, commercial incentives for BEV, EV charging, investment tax credit for US facilities for BEV components like batteries.</p>



This report is based on good-faith efforts to collect and compile relevant information. If Ford becomes aware of any incorrect information or any inadvertent omissions, Ford will amend this report to address the error or omission in a future posting.

APPENDIX #1

[Ford Motor Company Civic Action Fund Bylaws](#) ↗

APPENDIX #2

[Ford Corporate Code of Conduct](#) ↗

APPENDIX #3

[Past Political Engagement Reports](#) ↗

We see reporting as an ongoing, evolving process. We invite your feedback on the contents of this report at fgovernm@ford.com or click the button below.

[CONTACT US](#)

