

Ford

2023

**U.S. POLITICAL
ENGAGEMENT REPORT**





Thank you for taking an interest in Ford Motor Company's 2023 U.S. Political Engagement Report. This report highlights the principles that govern Ford's corporate participation in the political process, including disclosure of the company's membership in organizations that contribute to debates on policy issues.

Through communicating Ford's company 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 are economically, environmentally, and socially sustainable for our company, customers, and communities.

Our Government Affairs team works globally to educate policymakers and stakeholders about our business operations, participating openly and transparently in the political process to support local, state, national and international policies.

We continually strive to increase our transparency with all stakeholders, and hope you find this report informative.

Sincerely,

Chris A. Smith
Chief Government Affairs Officer



INTRODUCTION

As a purpose-driven company, it's imperative that Ford's advocacy is aligned with our values. Engagement with governmental officials and agencies plays a key role in shaping the regulations and legislation that govern our business now and into the future.

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

We engage with the U.S. Congress and the White House, as well as international governments, on a wide range of policy issues, including but not limited to: safety, emissions standards, vehicle electrification and charging initiatives, autonomous and connected vehicle technologies, data access, taxes, trade, manufacturing, transportation, and labor. We advocate for consistent policies at all levels to help us achieve our business, environmental, and employment objectives.

It's important that our management team keeps informed on governmental matters affecting Ford's interests. Where appropriate, they are expected to help formulate and present company positions on relevant public issues. They also are expected to contribute to fulfilling Ford's responsibilities as a corporate citizen, including participation in constructive governmental activities on behalf of the company.

2023

In 2023, Ford proudly achieved "Trendsetter" status for the third consecutive year in the Center for Political Accountability Zicklin Index. Ford remains committed to transparency about the principles that govern our participation in the political process.



IN THIS REPORT

Political Spending Process

Ford Motor Company Civic Action Fund – Ford PAC

Memberships in Coalitions, Associations and Organizations



U.S. POLITICAL CONTRIBUTIONS

■ POLITICAL SPENDING PROCESS ESRS G1-5

Ford does not contribute corporate funds directly to political candidates, campaigns or political organizations in the United States; nor does the company employ its resources to help elect candidates to public office, even when permitted by law.

Ford Expenditures on Ballot Initiatives in 2023

Ford did not contribute to ballot initiatives in 2023.

Ford Expenditures on Section 527 Organizations

Ford did not contribute to Section 527 organizations in 2023.

Ford Expenditures on 501(c)(4) Organizations

Ford did not contribute to 501(c)(4) organizations in 2023.

■ OVERSIGHT OF POLITICAL SPENDING

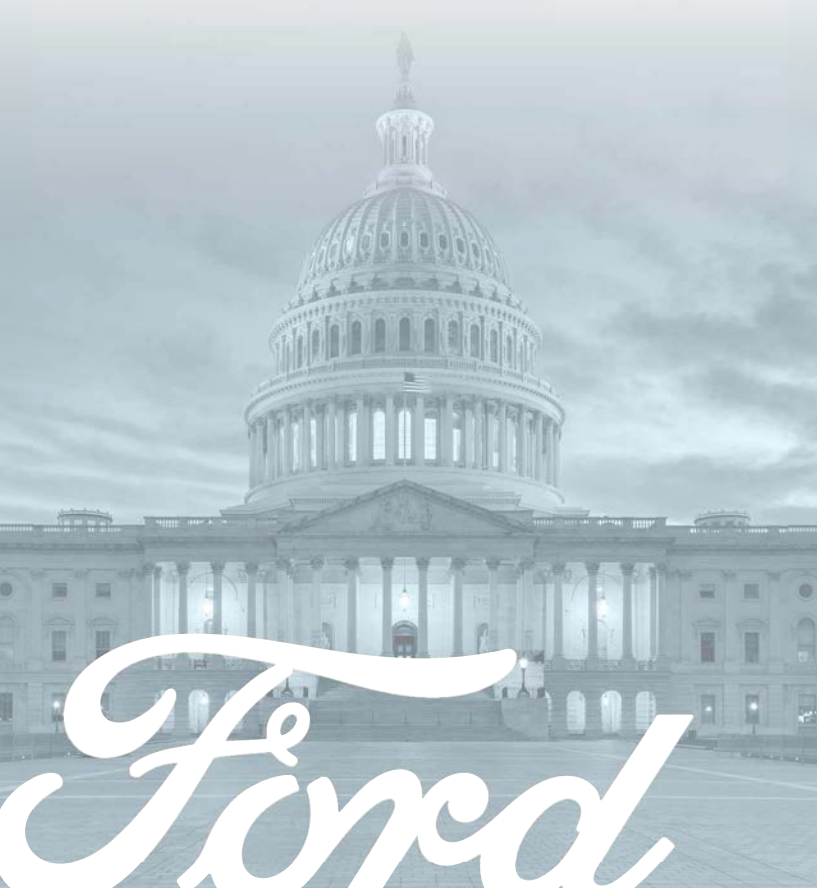
Ford does not generally take a position for partisan political purposes, that is, specifically for the purpose of advancing the interest of a political party or candidate for public office. However, with the approval of the Office of the Chief Executive, contributions may be made to support or oppose a state or local ballot proposal if the issue is of significant interest or importance to Ford and provided that such contributions are permitted by law.

Ford's Chief Government Affairs Officer has final authority over contributions to Section 527 and 501(c)(4) social welfare organizations, 501(c)(6) association memberships, and other political spending permitted by Company policy. These organizations may engage in political activity in certain circumstances.

The employee-led Political Contributions Committee of Ford's political action committee (Ford PAC) oversees PAC spending. Additional detail on the Ford PAC is included in this report.

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.



U.S. POLITICAL CONTRIBUTIONS

As previously stated, 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 Ford employees who are PAC donors. Ford's Government Affairs staff, 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.

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 corporate policy.



To receive a contribution from the 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.



U.S. POLITICAL CONTRIBUTIONS

LINKS TO REPORTS

FORD PAC FEC REPORTS



February Monthly Report (2023)



March Monthly Report (2023)



April Monthly Report (2023)



May Monthly Report (2023)



June Monthly Report (2023)



August Monthly Report (2023)



September Monthly Report (2023)



October Monthly Report (2023)



November Monthly Report (2023)



December Monthly Report (2023)



Year-End Report (2023)

LOBBYING DISCLOSURE ACT REPORTS



Q1 Report (2023)



Q1 Amendment (2023)



Q2 Report (2023)



Q3 Report (2023)



Q4 Report (2023)



LOBBYING ACTIVITIES ESRS G1-5

Our advocacy efforts are guided by our Chief Policy Officer. In the United States, we submit all lobbying reports as required by the U.S. House of Representatives and the U.S. Senate.

These reports are publicly available. All PAC donations are documented through FEC regulations. Our day-to-day Government Affairs activities are not reported. However, we consistently meet with elected officials on the federal, state and local levels and participate in trade organizations.



POLICY FRAMEWORK

■ POLICY FRAMEWORK

Ford's Policy framework was created in 2021 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.



■ EMPLOYEE POLITICAL PARTICIPATION

We encourage U.S. employees to become engaged in their communities and participate in the political process as private individuals. We respect the right of each employee to use personal time as they choose and to decide the extent and direction of their political activities.

Ford salaried employees may be granted a leave of absence or be allowed to rearrange work hours to enable them 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.

BUILT *Ford* PROUD



CLIMATE CHANGE

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**
(i.e., address climate change and are aligned with the Paris Agreement)
- **Sustainable**
- **Market-Based**
(e.g., carbon pricing)
- **Performance-Based and Technology Neutral**
- **Harmonized**



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.

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 United Nations Framework Convention on Climate Change (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.

As mandated by our We Are Committed to Protecting Human Rights and Environment policy, we follow all Ford policies and comply with or exceed all applicable laws and regulations, including all applicable due diligence laws. We also strive to meet the spirit of these laws and regulations.

CLIMATE CHANGE GOALS AND BACKGROUND

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 — electrifying our portfolio, using carbon-free energy while driving energy efficiency and conservation in our facilities and manufacturing processes, and partnering with our suppliers to reduce our joint carbon footprint.

Our interim goals are backed by science-based targets approved by the Science Based Target initiative (SBTi):

- Reduce Scope 1 and 2 GHG emissions from our operations (manufacturing and non-manufacturing) 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



CLIMATE CHANGE

THE ROAD TO CARBON NEUTRALITY



1999

Published our first Corporate Citizenship report, "Connecting with Society"

2004

Reopened our Ford Rouge Center with its living roof (the world's largest green roof at the time), daylighting system and waste minimization
Launched the Escape Hybrid, the world's first hybrid SUV



2007

Joined the United States Climate Action Partnership and UN Global Compact
Developed first science-based corporate CO₂ strategy

2009

Launched the EcoBoost engine, which optimizes power and efficiency using turbocharging and direct gasoline injection

2011

Launched the fully electric Focus electric vehicle (EV)



2020

Set aspiration to be carbon neutral no later than 2050
Launched all-electric Mustang Mach-E
Offered 155,000 charging stations in Europe on the FordPass Charging Network, in partnership with NewMotion



2018

Met our goal to reduce operational greenhouse gas (GHG) emissions per vehicle produced by 30% eight years early

2015

Launched the lightweight F-150, with all-aluminum body



2014

Implemented Partnership for a Cleaner Environment (PACE) program with suppliers to reduce our collective environmental footprint

2021

Set 2035 SBTi targets for our operations and vehicles
Joined RouteZero (now A2Z) working toward 100% ZEVs for cars and vans globally by 2040
Launched new Sustainable Financing Framework — the first transaction, a \$2.5 billion green bond
Tied Corporate and Supplemental revolving and 364-day credit facilities to sustainability-linked KPIs
Required suppliers to set carbon neutrality targets dates



2022

Launched all-electric F-150 Lightning and E-Transit
Issued a second Green Bond of \$1.75 billion, published the first Sustainable Financing Report
Entered agreement for multiple Michigan locations to purchase 100% renewable electricity
Achieved 100% carbon-free electricity sourcing for our manufacturing facilities in Europe, Mexico and Ohio
Announced Ford in Europe 2035 carbon neutrality target date
Announced reorganization of business into three business segments: Ford Blue, Ford Model e and Ford Pro
Joined First Movers Coalition (Steel and Aluminum)

2023

Announced Ford Pro and Xcel Energy charging infrastructure collaboration for fleets
Announced Memorandum of Understanding with RheinEnergie to expand solar panels at our Cologne facilities.



2026

Build batteries at BlueOval Battery Park (Marshall, MI)

2025

Build next generation electric truck and battery packs with SK Innovation at BlueOval City
Target 100% carbon-free electricity and zero natural gas for building heat — Tennessee Electric Vehicle Center
Target 100% carbon-free electricity — all Michigan manufacturing facilities
Target 20% recycled and renewable plastics content for North American, EU and Turkey programs and 10% for China

2024

Launch an all-new electric Explorer in Europe produced in Cologne — Ford's first carbon neutral vehicle assembly plant
Target zero emissions capability for full range of European Light Commercial Vehicles

2030

Target 40-50% U.S. EV vehicle sales
Target reducing GHG emissions from U.S. manufacturing facilities by 50% (Better Climate Challenge, 2017 baseline)
Purchase at least 10% near-zero carbon steel and aluminum (First Movers Coalition)
Target elimination of single-use plastics from our operations

2035

Meet our SBTi-approved emissions targets — operations and vehicles
Work toward 100% zero-emissions cars and vans in leading markets (A2Z)
Target 100% carbon-free electricity in all manufacturing
Target Ford in Europe 2035 carbon neutrality

2040

Work toward 100% zero-emissions cars and vans globally (A2Z)

2050

CARBON NEUTRALITY GLOBALLY





OUR GOAL

Our goal is to protect the communities in which we operate from environmental and health hazards and to provide equal access to the decision-making process that supports a healthy environment in which to live, learn, and work.

The company is working towards providing equitable access to electric vehicles and supporting underserved communities through various initiatives, including financing, charging infrastructure, mobility solutions, diversification of business partners, and support for diverse-owned businesses.

■ **CLIMATE JUSTICE**

Addressing climate change is more than decarbonizing our business. It is also about the impact of the transition to electric vehicles on our workforce and communities.

Ford supports climate justice, and the growing understanding that the impacts of climate change will not be felt equally among all communities. We are working to minimize negative impacts while striving to create positive impacts on people and the environment as we transition to EVs.

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



PARTNERSHIPS AND COLLABORATIONS



■ PARTNERSHIPS AND COLLABORATIONS

Avoiding the worst consequences of climate change requires collaboration with multiple partners and organizations in the public and private sectors to drive timely progress.

We are working together to address challenges including barriers to electric vehicle adoption, government regulations, economic factors and the availability of carbon free electricity and renewable fuels.

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 goal is to initiate a dialogue around critical issues faced and how we can work together to build a carbon neutral transportation future. To-date, the program has engaged over 90 organizations and 175 influential thought-leaders with regional, national and global representation and a diverse stakeholder network of over 93 million including members, donors, volunteers, and partner organizations.

We support consumer EV incentives to accelerate the transition by making electric vehicles even more accessible and affordable while supporting manufacturing jobs. We are also working with government partners to secure the supply chains and develop the technologies we need to produce EVs and batteries here in the U.S., also ensuring the U.S. remains competitive globally.

At the 26th Conference of the Parties to the United Nations Framework Convention on Climate Change in 2021, Ford joined RouteZero, a global coalition pledging to work towards making sales of all new cars and vans zero-emissions by 2040 globally and no later than 2035 in leading markets. RouteZero ran in the lead up to COP26 from 2020-2021, and the work is now being continued under Accelerating to Zero (A2Z) Coalition.

Since 2022, we are members of the First Movers Coalition to accelerate the transition to low-carbon aluminum and near-zero steel, addressing two key high-carbon materials in the supply chain.



COALITIONS AND ASSOCIATIONS

TRADE ASSOCIATIONS AND MEMBERSHIPS FOCUSING ON U.S. POLICY ISSUES

To advance our voice on key issues, Ford collaborates with a broad range of coalitions, industry groups, and trade associations. We work with our partners to develop and promote sensible policies that benefit our company, our industry, and society. These organizations often bring diverse viewpoints to the debate, and sometimes their views are not shared by Ford.

FORD 2023 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 (18% = % of nondeductible dues) • American Automotive Policy Council (17.61% = % 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) • Autonomous Vehicle Industry Association (20% = % of nondeductible dues) • National Association of Manufacturers (25% = % 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 (28% = % of nondeductible dues) • Detroit Regional Chamber of Commerce (6% = % of nondeductible dues) • Electric Drive Transportation Association (52% = % of nondeductible dues) • The Economic Club of Detroit (0% = % of nondeductible dues) • Michigan Manufacturers Association (25% = % of nondeductible dues)
\$25,000-49,999	<ul style="list-style-type: none"> • Advanced Energy United (0% = % of nondeductible dues) • American Chamber of Commerce to the European Union (0% = % of nondeductible dues) • CalSTART (0% = % of nondeductible dues) • Council of the Americas (5% = % of nondeductible dues) • The Economic Alliance for Michigan (0% = % of nondeductible dues) • Illinois Chamber of Commerce (24% = % 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 (10% = % of nondeductible dues)

Under federal law, expenses attributable to lobbying are not tax deductible. 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 ALIGNMENT

Ford maintains membership in several organizations that are involved with climate and sustainability issues. When working with these partners, Ford conducts internal reviews of associations' lobbying positions, noting any discrepancies with our positions, and our actions in response. The results of these reviews 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 or taking an alternate path.

A list of major organizations and a description of Ford's alignment, where applicable, 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 a sector supporting 10 million American jobs and five percent of the economy. The association is committed to a cleaner, safer and smarter personal transportation future.</p>	<p>The industry has consistently called for year-over-year fuel economy and greenhouse gas improvements. Automakers need a policy environment that reduces GHG, improves fuel economy and accelerates the transition to electrified vehicles. Looking to the future, we need policies that support a customer-friendly shift toward electrified technologies.</p>	<p>Ford engaged closely with the Alliance in 2023 on its response to ongoing regulatory efforts around greenhouse gas emissions and automotive fuel economy. Our participation within the Alliance has been consistent with our goal of building a profitable EV business for the long-term while offering our customers choices of powertrains to suit their needs, with strong lineups in all three vehicle categories: plug-in electric and hybrid vehicles, internal combustion, and conventional hybrids. We will continue to advocate for comprehensive national standards that create a level playing field, keep American automakers competitive, and move us towards an all-electric future, while recognizing that this will not be easy or quick.</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.</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 13 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>With NAM, Ford continues to highlight the importance of moving towards more sustainable supply chains and supports NAM in its efforts to foster the next generation of clean manufacturing, including EVs and their batteries, here in the United States. We encourage NAM to recognize that efforts towards clean energy and vehicle electrification can represent a rebirth of American manufacturing, rather than a threat to manufacturing jobs.</p>

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>At the U.S. Chamber, Ford highlights the importance of corporate responsibility broadly, including around our global sustainability commitments. We have worked within the Chamber to defend the clean manufacturing jobs of the future against other business interests that do not align with ours. We have also worked collaboratively with the Chamber on workforce development issues – ensuring that Americans are qualified to compete for the jobs of the future and supporting our business goals.</p>



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>

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. This includes extending/ expanding EV incentives including: consumer tax credits, commercial incentives for BEVs, EV charging investments, and investment tax credits for U.S. facilities producing BEV components.</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.

BUILT *Ford* PROUD

[APPENDIX #1](#)

[FORD MOTOR COMPANY CIVIC ACTION FUND BYLAWS](#) ↗

[APPENDIX #2](#)

[FORD CORPORATE CODE OF CONDUCT](#) ↗

[APPENDIX #3](#)

[POLITICAL ENGAGEMENT REPORT ARCHIVE](#) ↗

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.

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