Continental
The Future in Motion

General Sustainability Requirements

Automotive

Content

1 Introduction

Continental's vision for a sustainable future is embedded in our overall company vision. Besides the necessity to transform our business and the industry to protect the environment, while coping with social responsibility and economic viability, we are also convinced that sustainable and responsible business increases our ability to innovate and meet future needs. In the long term, only sustainable businesses can prevail.

The following document, the General Sustainability Requirements (GSR), outlines our sustainability ambitions, our focus areas and our requirements and expectations towards our suppliers.

1.1 Continental Automotive Sustainability Strategy

The Continental Automotive Sustainability Strategy is based on four core ambitions. It describes how, together with our partners, we seek to shape the transformation in the focus areas along the entire value chain by 2050 at the latest.

The four core ambitions are:

- Carbon Neutrality
  We strive for 100% carbon neutrality along our entire value chain (products, operation, supply).
- Emission-free Mobility and Industries
  We strive for 100% emission-free* mobility and industries.
- Circular Economy
  We strive for 100% closed resource and product cycles.
- Responsible Value Chain
  We strive for 100% responsible sourcing and business partnerships.

*"Emission-free" refers to zero emissions like greenhouse gases or NOx, but does not include harmless emissions like water vapor emissions, non-toxic biodegradable particulate emissions or minimum of noise emissions.

In addition to our core ambitions, we have eight sustainability essentials, which represent the backbone of our sustainability management.

- Good working conditions
- Green and safe factories
- Innovations and digitalization
- Benchmark in quality
- Safe mobility
- Long-term value creation
- Sustainable management practices
- Corporate citizenship[1]

[1] (Continental AG, 2024)

1.2 Impact on Supply Chain Partner

To reach the full potential of our Sustainability Ambitions, we need the strong support of our supply chain partners.

Therefore, we request our suppliers to commit to the (locally applicable) legal requirements and to the Continental Sustainability Requirements in the six categories - Governance and Business ethics, Responsible supply chain management, Human rights and working conditions, Health and Safety, Environment, and Circular Economy.

We expect our supply chain partners to train all employees in relevant policies and procedures related to the adherence to our GSR.

Furthermore, we ask our suppliers to truthfully answer all inquiries / questionnaires including but not limited to Risk Evaluations, Conflict Minerals, Sustainability Self-Assessments and Carbon Footprint (including CBAM – Carbon Border Adjustment Mechanism) sent by Continental or third parties on behalf of Continental (e.g., SupplyOn, NQC Supplier Assurance) in due time and to the full extent and provide supporting documentation as requested.

1.2.1 Statement to the General Sustainability Requirements

These General Sustainability Requirements (GSR) summarize the most important sustainability subjects and provide a guideline for our suppliers. For each subject, there is an explanation as well as a list of the resulting requirements and expectations.

A requirement is a necessity and must be adhered to. An expectation, on the other hand, gives an outlook on the long-term goal. We recommend that the measures for the implementation of expectations are already being done now as the current expectations will be the future requirements.

1.2.2 Sourcing Strategy – Sustainability Sourcing Factor (SSF)

In addition to price, quality and logistics, sustainability will influence our sourcing decisions. A Sustainability Sourcing Factor in sourcing is implemented in Q4/2024. Detailed information on the valuation of the SSF can be found in the letter dated 28.06.24, which was sent via the SupplyOn Document Manager.

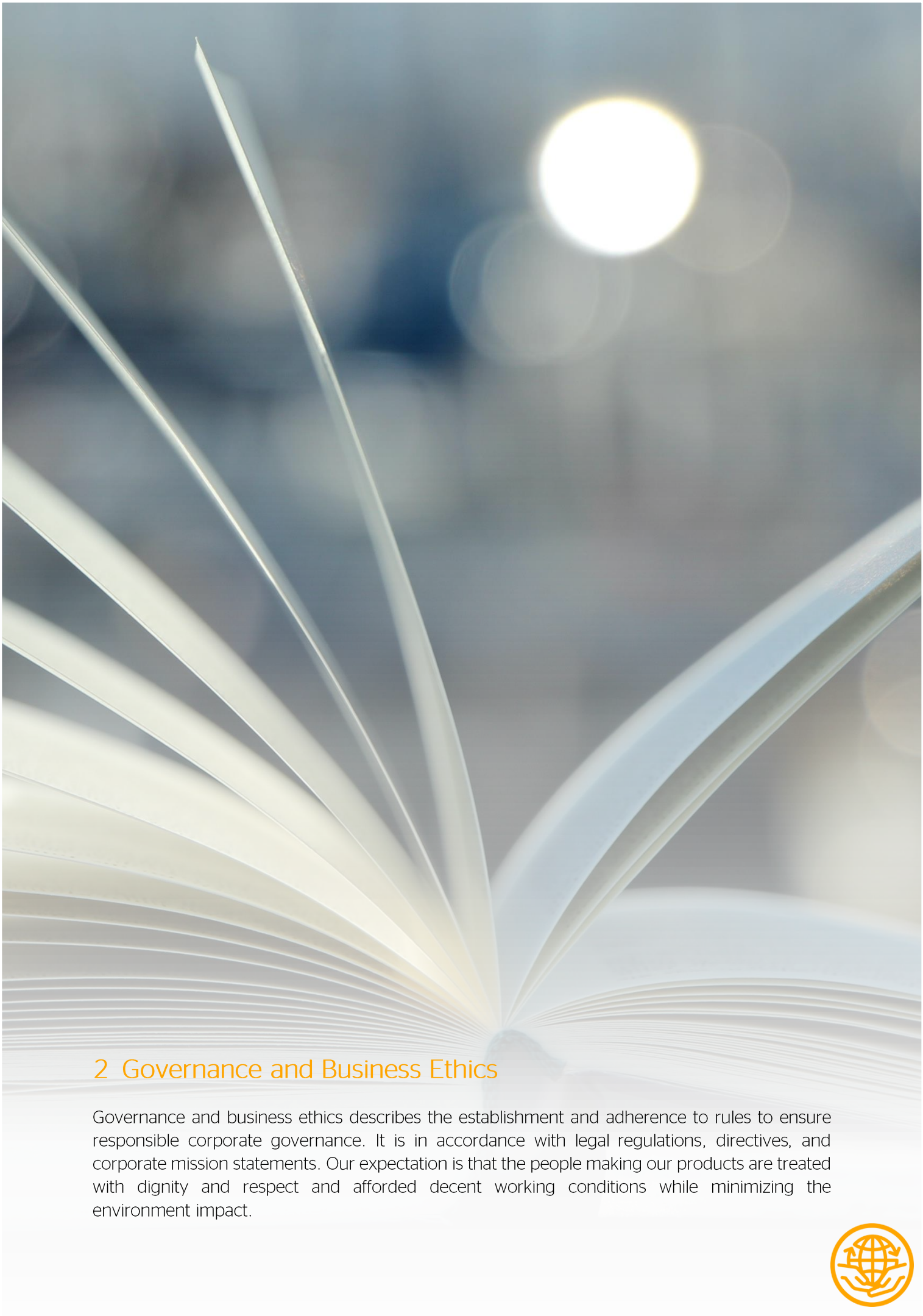
Currently, the Sustainability Sourcing Factor consists of:

- Conflict Mineral Reporting Template (CMRT, Chapter 3.2)
- Self-Assessment-Questionnaire (SAQ5.0, Chapter 2.2)
- Corporate Carbon Footprint Survey (CCF, Chapter 6.1.2).

Since the topic of sustainability is very dynamic, we reserve the right to improve or supplement the criteria of the Sustainability Sourcing Factor. If this is the case, you will be informed in good time.

1.3 Contact Continental Automotive Purchasing Sustainability

In case of any questions related to Sustainability, please contact the Continental Automotive Purchasing Sustainability Team: au rb sm suppliersustainability@continental.com



2 Governance and Business Ethics

Governance and business ethics describes the establishment and adherence to rules to ensure responsible corporate governance. It is in accordance with legal regulations, directives, and corporate mission statements. Our expectation is that the people making our products are treated with dignity and respect and afforded decent working conditions while minimizing the environment impact.

2.1 Business Partner Code of Conduct

Continental is committed to the ten principles of the United Nations Global Compact in the areas of human rights, labor, environment, and anti-corruption. These principles are described in the Continental Business Partner Code of Conduct (BPCoC), which can be found here. The Business Partner Code of Conduct is the basis for any business relationship and must therefore be accepted and adhered by every supplier.

⚠ Requirement	Expectation
Supplier shall accept and adhere to the BPCoC as it is the basis for any business relationship with Continental. Supplier shall share the requirements of the BPCoC in their supply chain and ensure compliance. Supplier shall act with integrity and inform Continental of any concerns regarding violations of the BPCoC by contacting the Integrity Hotline: Phone: +49 1802737678 Mail: integrity@continental.com	

2.2 Self-Assessment Questionnaire (SAQ) / Evidence-Based SUS Performance

The Drive Sustainability initiative was founded by several OEMs with the aim of assessing and improving the sustainability performance of all automotive suppliers. The holistic approach of this initiative is focusing on the following areas: company management, working conditions and human rights, health and safety, business ethics, environment, supplier management and responsible sourcing of raw materials.[2] This initiative has created a questionnaire that covers all these topics.

By using this questionnaire, the so-called Self-Assessment Questionnaire (SAQ), suppliers are asked for the status of these topics in their companies and the progress is tracked. The query is made via the NQC Supplier Assurance tool and can be submitted or updated at any time.

In general, we demand that the SAQ must only be completed and submitted once per company. However, if necessary, we keep open the possibility of requiring SAQs at the location level.

Since the SAQ is a standardized and verified self-assessment questionnaire, it serves as main source of the sustainability performance of our suppliers. We rely on the information shared and therefore it is crucial to keep the SAQ up to date as it is also considered in the Sustainability Sourcing Factor.

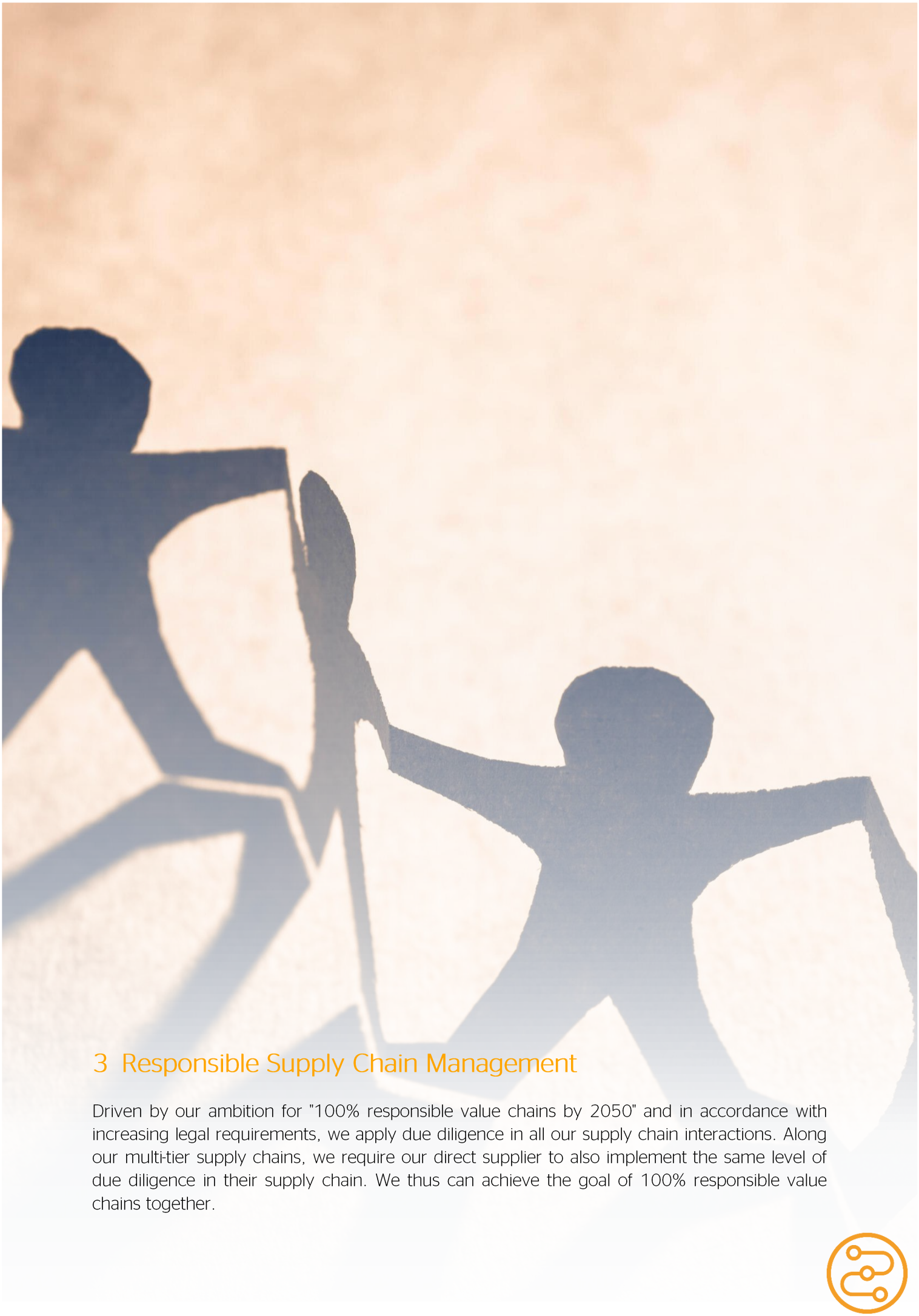
[2] Cf. (Drive Sustainability, 2024)

⚠ Requirement	Expectation
Supplier shall complete and transmit the currently valid SAQ truthfully and completely. If there is an update of the SAQ version, the supplier undertakes to complete and submit the latest version within 6 months.	

2.3 Sustainability Strategy

Every company must contribute to sustainable development and can do it in its own unique way. A sustainability strategy summarizes all sustainability aspects and must actively cope with challenges related to the environment, society, ethics, and human rights. It is imperative that the sustainability strategy is put into practice and that a commitment is made to achieving the set goals.

⚠ Requirement	Expectation
Supplier shall have a sustainability strategy which deals with all relevant topics.	Supplier should break down the sustainability strategy into interim goals to track progress and make efforts visible. We expect the supplier to publish the sustainability strategy and to be able to show it upon request – both to the extent not competitively sensitive.



3 Responsible Supply Chain Management

Driven by our ambition for "100% responsible value chains by 2050" and in accordance with increasing legal requirements, we apply due diligence in all our supply chain interactions. Along our multi-tier supply chains, we require our direct supplier to also implement the same level of due diligence in their supply chain. We thus can achieve the goal of 100% responsible value chains together.

3.1 Supply Chain Transparency

To be able to positively influence the entire supply chain and exclude violations, it is necessary to create transparency. Therefore, the supplier shall make its best efforts to gain the transparency and visibility of the tier-n supply chain to the extent necessary for regulatory compliance and to ensure that all suppliers, subcontractors, and business partners comply with the Continental Business Partner Code of Conduct.

⚠ Requirement	Expectation
To the extent relevant to ensure Continental´s compliance with applicable laws and regulations, supplier shall be able to disclose for Continental defined high risk products / materials (e.g. under the scope of child labor…) or for concrete incidents the affected tier-n supply chain.	To the extent relevant to ensure Continental´s compliance with applicable laws and regulations, supplier shall be able to disclose the supply chain on request of Continental.

3.2 Reporting of Minerals from Conflict-Affected and High-Risk Areas

The minerals in our focus are tin, tantalum, tungsten, and gold (often referred to as 3TGs or Conflict Minerals) as well as cobalt and mica, from conflict-affected and high-risk areas. Those areas are subject to armed conflict, extensive violence, and other risks of human rights violations. Further information can be found on the internet page of the Responsible Mineral Initiative here.[3]

As part of the annual survey via SupplyOn, the supplier shall complete and submit the most recent versions of the Conflict Minerals Reporting Template (CMRT) and Extended Minerals Reporting Template (EMRT) within the given timeframe. The overall goal is to eliminate non-conformant, high-risk, and sanctioned smelters from the supply chain.

⚠ Requirement	Expectation
In case a non-conformant, high-risk, or sanctioned smelter is used, countermeasures must be initiated immediately to work towards an elimination.	In case a high-risk or sanctioned smelter is reported, supplier shall be able to provide information on product level to verify the applicability for Continental Automotive.

[3] Cf. (Responsible Business Alliance, 2024)

4 Human Rights and Working Conditions

"Human rights are rights inherent to all human beings, regardless of race, sex, nationality, ethnicity, language, religion, or any other status. Human rights include the right to life and liberty, freedom from slavery and torture, freedom of opinion and expression, the right to work and education, and many more."[4]

These rights are inviolable and must also be respected by all companies, especially by creating good working conditions.

Besides the BPCoC, Continental has made further commitments towards a sustainable value chain which are summarized in this GSR document and in further documents which can be found here. These go beyond the goals of the Global Compact but are in no way contradictory.

[4] (United Nations, 2024)

4.1 Human Rights Due Diligence

Human rights due diligence includes the actions taken by a company to both, identify and act upon actual and potential human rights risks for workers in its own operations, supply chains and the services it uses.[5]

The management system must be in line with the Continental BPCoC and based on applicable national laws and guidance and international standards, such as the international human rights charter, the Ten Principles of the UN Global Compacts, the Organisation for Economic Co-operation and Development (OECD) guidelines for multinational businesses as well as the International Labor Organizations' (ILO) core labor standards.

⚠ Requirement	Expectation
Supplier shall establish a management system that is committed to the Continental BPCoC. Supplier shall inform Continental independently and unsolicited about violations within itself or in the supply chain. In addition, supplier must comply with its obligation to cooperate in the event of identified risks.	

4.2 Responsible Value Chain Training

Continental has the goal and therefore an underlying system to achieve a 100% responsible value chain (RVC) by 2050 at the latest. With this, Continental complies with regulatory requirements wherever we operate. With a dedicated supplier training, Continental explains its management approach to ensure the fundamental respect for human and environmental rights in the supply chain. With this, Continental educates its suppliers about their role in this system, as well as explains how Continental's requirements for a responsible value chain can be met.[6]

Continental will invite selected suppliers as part of the risk management process to our own RVC-Trainings.

In case a supplier is interested in the training, but has not received an invitation, he is welcome to contact: au_rb_sm_suppliersustainability@continental.com

⚠ Requirement	Expectation
Supplier shall participate in the RVC-Training if they are invited to do so. In the case supplier can prove clear with convincing evidence that comparable trainings were conducted (e.g. via RBA Responsible Business Alliance) it is not mandatory to perform Continentals RVC-Training.	We expect our suppliers to also train their suppliers regarding Responsible Value Chain subjects.

[5] Cf. (Ethical Trading Initiative, 2024)
[6] Cf. (Continental AG, 2024)

5 Health and Safety

Health and safety is a critical priority for businesses of all sizes. It refers to having a safe working environment that mitigates risk of workplace incidents, and values each and every employee. The goal of health and safety is to reduce risks associated with working conditions by eliminating hazards or controlling them so that workers are not exposed to them and have a safe and healthy working environment.[7]

[7] Cf. (EcoOnline, 2024)

5.1 Formal Policy for Health and Safety

A health and safety policy should define the company's responsibility to operate in compliance with law and international guidelines. In addition, it should highlight the commitment of management and employees to a healthy and safe workplace with a 'zero accidents' goal. It is the responsibility of the management to provide sufficient resources and organization for health and safety and to do regular risk assessment and reporting to ensure continuous improvement of the system.

⚠ Requirement	Expectation
Supplier shall have a formal health and safety policy, which complies with local law, industry requirements and international standards. In addition, it should be regularly reviewed and adapted to the new requirements if necessary.	

5.2 Health and Safety Management Systems

A health and safety management system helps to improve employee safety, reduce workplace risks, and create a better, healthier working environment.

⚠ Requirement	Expectation
Supplier shall implement a health and safety management system based on ISO 45001 as the internationally accepted certification standard.	We expect our suppliers to have their health and safety management system certified according to ISO 45001.

6 Environment

Protecting our environment is crucial for maintaining the planet's biosphere and ensuring a sustainable future for all life forms. Currently, climate change is one of the great challenges of our time. The time frame to keep global warming under two degrees Celsius is closing (UN Goal, "Paris Agreement"). Therefore, the next years are essential for implementing measures and turning the trend.

A new way of thinking about how to deal with our environment is required and every party must contribute. Continental has recognized its responsibility and developed a sustainability strategy that includes a carbon neutrality roadmap. Since we are part of an extensive automotive supply chain from the extraction of raw materials to the production of cars, we cannot tackle these challenges alone. We rely on the support of our supply chain partners to achieve our climate goals.

6.1 Carbon Neutrality Strategy

A first step towards a carbon neutral future is to measure the amount of greenhouse gas emissions with an emphasis on scopes 1 and 2 as well as upstream scope 3. Only by understanding the emissions, their origins and magnitudes, the supplier can identify improvement measures.

⚠ Requirement	Expectation
Suppliers shall have and, to the extent not competitively sensitive, publish their decarbonization strategy. This strategy must be in line with the Paris Agreement and shall contain measurable intermediate steps.	Key players in the Automotive industry are aiming for full carbon neutrality by 2040 at the latest. To fulfill these targets, they are demanding strong contribution from their supply chain. Therefore, suppliers should aim to be climate neutral as early as 2040.

6.1.1 Validation of Decarbonization Strategy

Decarbonization activities are important and urgent. They should be already underway. However, we do acknowledge that some partners are at the very beginning of this transformation, and we want to continue the successful partnership by granting time for implementation.

⚠ Requirement	Expectation
Suppliers shall communicate, to the extent not competitively relevant, publicly about their decarbonization strategy based on their own publications (e.g., website) by 2026 latest.	In order to validate the strategy, it should also be verified through independent reputable Non-Governmental Organization (NGO) for example the Carbon Disclosure Program (CDP) and the Science Based Targets Initiative (SBTI).

6.1.2 Emission and Energy Data Transparency (Company Carbon Footprint)

In line with the decarbonization strategy, a continuous reduction of emissions should be achieved over the years. We require our suppliers to report their Company Carbon Footprint (CCF). We recommend following the guidelines of the Greenhouse Gas Protocol (GHG), which can be found here. Our annual CCF survey is facilitated through SupplyON and it includes information about the energy mix, climate strategy and emissions data.

⚠ Requirement	Expectation
Supplier shall participate in the annual CCF-survey and answer all questions. The data quality has to improve year by year.	We expect our suppliers to consider Scope 3 Purchase Goods emissions in the CCF calculation. By 2030 at the latest, these should be derived from primary data.

6.2 Product Carbon Footprint (PCF)

Besides the CCF, which looks at the overall emissions of a company, the Product Carbon Footprint (PCF) deals with emissions at the product level. PCFs result from the Life Cycle Assessment (LCA) studies and we expect them to cover emissions cradle-to-gate. Ideally the PCF data should be based on primary data, which reflects real emissions much better than model calculations based on literature data (secondary data). Since that also requires sub-suppliers to provide their carbon data, it is recommended to involve those parties as well. For the time being and until the year 2030, we accept PCFs based on literature data.

There are many industry, sector, or product-specific rules available to help you calculate your PCF. But no uniform standard has yet emerged. Therefore, the World Business Council for Sustainable Development (WBCSD) has published its Pathfinder Framework, a guideline for the Accounting and Exchange of Product Life Cycle Emissions. We highly recommend following the framework, since it will give you a clear overview of the PCF Calculation topic and help you identify which standard or rule may apply to your product. In the automotive sector, specifically in Europe, the Catena-X PCF Rulebook has reached wide recognition. We are also a member of the Catena-X consortium and promote its usage.

⚠ Requirement	Expectation
Supplier shall be able to provide the PCF on request by 2025. At the latest by 2030, the PCF will be a permanent standard procedure. The calculation method is not generally prescribed but must adhere to the WBCSD Pathfinder, ISO 14067 or GHG Product standard.	Upon request, we expect the PCF to be 3rd party verified. We expect our suppliers to consider primary data from sub-suppliers to provide their carbon data by 2030 at the latest.

6.3 Low-Carbon Electricity (LCE)

At least 50% of purchased material emissions are attributed to the use of electricity throughout the tier-n supply chain. Switching to 100% Low-Carbon Electricity is technically a good step with no effect on the product itself or product quality, but with a great impact that should be implemented swiftly.

You can find out how Low-Carbon Electricity is defined by Continental Automotive and what evidence must be provided in the Low-Carbon Electricity document which was shared via the SupplyON Document manager on March 1, 2024.

⚠ Requirement	Expectation
Supplier shall switch to Low-Carbon Electricity by 2030 at the latest.	Due to its large potential, we expect suppliers to switch to Low-Carbon Electricity as soon as possible, even before 2030. We expect our suppliers to encourage their suppliers to follow suit and switch to Low-Carbon Electricity as well.

6.4 Formal Environmental Policy

An environmental policy outlines how a company manages and monitors its impact on the environment and provides a framework for setting environmental objectives and targets.

Topics to be covered include, but are not limited to, greenhouse gases, energy efficiency, renewable energy, water quality and consumption, waste reduction, continual improvement of the environmental management performance and compliance with environmentally related laws and international guidelines.

⚠ Requirement	Expectation
Supplier shall have a formal environmental policy which shows the company's overall intentions and direction related to its environmental performance and complies with local law, industry requirements and international standards. This policy shall be regularly reviewed and adapted to the new requirements if necessary.	

6.5 Environmental Management System

An Environmental Management System (EMS) helps a company to address its regulatory requirements in a systematic and cost-effective manner. By doing it proactively, it can help to reduce the risk of non-compliance and improve health and safety practices for employees and the public.

⚠ Requirement	Expectation
Supplier shall implement an EMS based on internationally accepted certification standards.	We expect our suppliers to have their environmental management system certified to ISO 14001. In exceptional cases, other internationally recognized systems, certificates, or attestations, such as Eco Management and Audit Scheme (EMAS) or Responsible Care, may also be accepted.

6.6 Design for Environment

Design for Environment (DfE) attempts to reduce the environmental impact right from the development phase of a product. By doing so, the whole life cycle is taken into account.[8]

In particular, DfE puts a strong focus on global material compliance, including International Material Data System (IMDS) reporting and the substitution of regulated substances. Continental is sharing the DfE requirements via the Quality Process Requirement (QPR, A2C00909200AAA), which is an Annex to the General Quality Agreement (GQA).

[8] Cf. (Springer Gabler, 2024)

⚠ Requirement	Expectation
Supplier shall commit to the QPR DfE, fulfill all legal environmental requirements, and contribute to an environmentally friendly product design. Supplier should provide input regarding Design for Recycling, Design for Disassembly, Design for Repair and Remanufacturing.	

7 Circular Economy

Nature serves as a perfect model for circular economy (CE) where waste is reused and transformed into new resources for endless new lifecycles. Unfortunately, industries have largely moved away from this approach, leading to major environmental consequences such as natural resource depletion and massive man-made waste accumulation.

Continental is tackling this problem and that is why one of our four core ambitions is Circular Economy. We are striving for 100% closed resource and product cycles by 2050 at the latest. Achieving this target requires building a circular ecosystem along the product lifecycle and across the whole value chain.

7.1 Strategy for Circular Economy

Circular economy means moving away from the linear model based on "take-make-use-dispose" and transitioning to a regenerative model in which the value of products, materials and resources is maintained in the economy for as long as possible, and the generation of waste is minimized.

⚠ Requirement	Expectation
Suppliers shall create and publish their circular economy transition strategy by 2025 at the latest.	We expect our suppliers to continuously improve their circular economy transition strategies in line with the Circular Economy Action Plan (CEAP) and the latest industry requirements.

7.2 Material Strategy for Circular Economy

A crucial aspect of the circular economy strategy is the use of circular and renewable resources instead of primary (virgin) materials. These materials are characterized by the fact that they are either recycled or biobased. In focus are the following materials categories:

- Metals: Steel, iron, aluminum, copper, and their alloys.
- Plastics and resins
- Packaging materials

To ensure the same understanding and confirm that the same language is being spoken, please refer to Annex B and Annex C of this document, in which a clear definition of used terminologies is shown.

The exact requirements for recycled, and biobased materials content are product and project specific and thus not defined in this document. For this reason, specific recycling rate and / or requirements will be defined on the product drawings and / or technical specifications.

⚠ Requirement	Expectation
Supplier shall provide their material roadmaps on transitioning away from primary raw materials and/or fossil based toward biobased and recycled materials by 2025 at the latest. Utilization of recycled and biobased materials in the focus materials categories is mandatory, provided that the technical requirements are met. Specific recycling rate and / or requirements will be defined on the product drawings and / or technical specifications. The supplier should include recycled content (pre-consumer) and post-consumer material according to ISO14021 and/or bio-based materials in their quotation/offer. Supplier shall maintain and update the provided data on a regular basis and report to Continental upon request.	We expect our suppliers to aspire for as much recycled content and biobased materials as technically possible on delivered materials, products, and components, including packaging materials. The focus should be on the highest possible share of post-consumer materials provided that the technical requirements are met.

7.3 Data Transparency and Data Verification

In addition to the strategy, data transparency is crucial to track the improvement of circular economy activities. Therefore, suppliers are expected to report their respective resources use and circular economy objectives in accordance with applicable regulations by 2025 at the latest.

⚠ Requirement	Expectation
Legal data disclosure & Reporting requirements: Suppliers shall comply with all relevant European and global transparency and disclosure requirements on delivered materials and components to Continental Automotive. (e.g., European Sustainability Reporting Standard (ESRS)). IMDS reporting: Suppliers shall declare recycled, and biobased materials contents in IMDS (percentage by mass) according to IMDS reporting guidelines (IMDS 025 - Evaluate the recycled and bio-based content of materials). The recycled content is defined according to ISO14021 and includes post-consumer and pre-consumer recycled materials. Minimum and maximum values shall not exceed a threshold of 20 percentage points (e.g., 10% - 30% is allowed, 10% - 35% is not allowed). Data verification and certification: Suppliers shall provide clear information of materials streams (e.g., primary, recycled, and biobased).	Independent third-party certifications are preferred to validate the claimed materials streams of primary, recycled and bio-based shares.

7.4 Target for Waste and Water Reduction

Another important aspect of circular economy is the conscious and careful use of resources. The focus here is on the circularity principle – reduce, reuse, and recycle.

⚠ Requirement	Expectation
Suppliers shall develop a timely and transparent circularity strategy by supporting responsible use of sustainable, renewable natural resources while reducing waste and increasing reuse and recycling, promoting materials closed loops in line with planetary boundaries and in accordance with applicable regulations.	The target is to create and publish this strategy by 2025 at the latest and to validate it by an independent reputable NGO's.

8 Abbreviation

3TGs	Tin, Tantalum, Tungsten and Gold
BPCoC	Business Partner Code of Conduct
CCF	Company Carbon Footprint
CDP	Carbon Disclosure Program
CE	Circular Economy
CEAP	Circular Economy Action Plan
CMRT	Conflict Minerals Reporting Template (Tin, Tantalum, Tungsten and Gold)
DfE	Design for Environment
EMAS	Eco Management and Audit Scheme
EMRT	Extended Minerals Reporting Template (Cobalt and Mica)
EMS	Environmental Management System
ESRS	European Sustainability Reporting Standard
GHG	Greenhouse Gas Protocol
GSR	General Sustainability Requirement
GQA	General Quality Agreement
ILO	International Labor Organization
IMDS	International Material Data System
LCA	Life Cycle Assessment
LCE	Low-Carbon Electricity
NGO	Non-Governmental Organization
OECD	Organisation for Economic Co-operation and Development
PCF	Product Carbon Footprint
PCR	Product Category Rules
PEF	Product Environmental Footprint
PEFCR	Product Environmental Footprint Category Rules
SAQ	Self-Assessment Questionnaire
SBTI	Science Based Target Initiative
SRM	Secondary Raw Material
SSF	Sustainability Sourcing Factor
QPR	Quality Process Requirement
WBCSD	World Business Council for Sustainable Development

Referred Documents:

Chapter	Reference	Link
Introduction	Continental Sustainability Ambitions	Sustainability ambition - Continental AG
Governance and business ethics	United Nations Global Compact	Homepage | UN Global Compact
	Business Partner Code of Conduct	Business Partner Code of Conduct - Continental AG
	Continental Integrity Hotline	Continental Integrity Hotline - Continental AG
	Drive Sustainability	Homepage - Drive Sustainability
	SAQ	SUPPLIERASSURANCE
Responsible supply chain management	Responsible Mineral Initiative	Responsible Minerals Initiative
Human rights and working conditions	Policies - Respecting human rights	Respecting human rights - Continental AG
	Ten Principles UN Global Compact	The Ten Principles | UN Global Compact
	Organisation for Economic Co-operation and Development	Responsible business conduct | OECD
	International Labor Core Standards	International Labour Standards | International Labour Organization (ilo.org)
Environment	Paris Agreement	The Paris Agreement | United Nations
	Carbon Disclosure Program	Home - CDP
	Science Based Target Initiative	Ambitious corporate climate action - Science Based Targets Initiative
	Greenhouse Gas Protocol	Homepage | GHG Protocol
	Pathfinder Framework	Pathfinder Framework Version 2.0 – WBCSD
	Catena-X PCF Rulebook Version 2.0	CX-0029-ProductCarbonFootprintRulebook-v2.0.0.pdf (catena-x.net)
	Eco Management and Audit Scheme	Home: Umweltmanagementsystem EMAS
	Responsible Care	Responsible Care | VCI
Circular Economy	Circular Economy Action Plan	Circular economy action plan - European Commission (europa.eu)

Reference:

Continental AG. (2024, 07 12). *Responsible Value Chain – Training for Suppliers*. Retrieved from Responsible Value Chain – Training for Suppliers: https://www.continental.com/en/company/suppliers/supplier-information/training-for-suppliers/

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Annex:

Annex A: PCF Pathfinder

Cross-sectoral standards

Most-used guidelines in practise, but not sufficiently specific
Examples: GHG Product Standard, ISO 14067, EU Product Environmental Footprint (PEF) Methodology)

Sector-specific rules

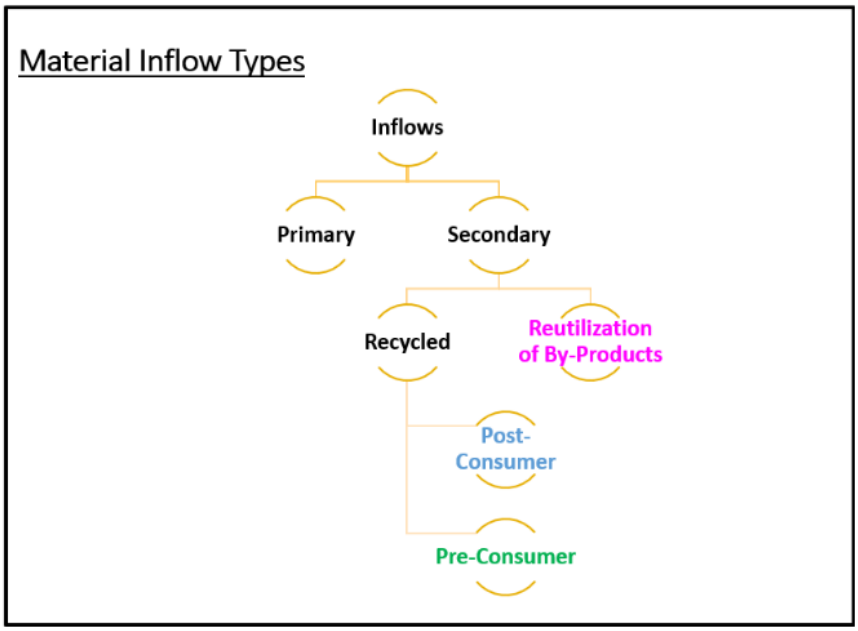
Sector-specific guidelines built on recognised standards to address the sectoral specificities in their industries.
Example: Catena-X PCF Rule Book

Pathfinder Framework requirements

Product-specific rules

Most prescriptive, product specific guidelines (e.g. PEFCRs or PCRs) compliant with PCR quality safeguards

Annex B: Material Inflow Types



Important note: Recycled content contains pre-& post-consumer materials and shall not include reutilization of by-products materials.

Annex C: Circular Economy Glossary

Term	Definition	Source
Biobased resource	Raw materials of biological origin, that is grown, naturally replenished at human time scale. Excluding materials embedded in geological formations and/or fossilized. It can either be produced from grown crops (so-called "first-generation" such as in, corn rapeseed) or organic residuals and waste ("second-generation" such as agricultural waste, frying oils, manure). Note1: also known as Bio-based feedstock.	ISO 59004:2024
By-product	A substance or object resulting from a production process the primary aim of which is not the production of that substance or object is considered not to be waste, but to be a by-product if [all] the following conditions are met: a) further use of the substance or object is certain, b) the substance or object can be used directly without any further processing other than normal industrial practice, c) the substance or object is produced as an integral part of a production process; and d) further use is lawful, i.e., the substance or object fulfils all relevant product, environmental and health protection requirements for the specific use and will not lead to overall adverse environmental or human health impacts.	2008/98/EC, Waste Framework Directive
Closed-loop system	A system by which products or resources are used and then recovered and turned into new products or recovered resources (without losing their inherent properties).	ISO 59004:2024
Post-consumer material	Material generated by households or by commercial, industrial, and institutional facilities in their role as end-users of the product which can no longer be used for its intended purpose. This includes returns of material from the distribution chain. Note1: also called "consumer waste", post-consumer recycled materials (PCR)".	ISO 14021:2016 (en) IMDS Recommandation 025
Pre-consumer material	Material diverted from the waste stream during a manufacturing process. Excluded is reutilization of materials such as rework, regrind or scrap generated in a process and capable of being reclaimed within the same process that generated it. Note1: also called Pre-Consumer recycled materials and Pre-Consumer Waste and Post-Industrial Material.	ISO 14021:2016 (en) IMDS Recommandation 025
Primary raw material	Material which has never been processed into any form of end-use product. Note 1: same as "Virgin raw material".	ISO 21067-1:2016 (en) ISO 59004:2024
Recycled content	Proportion, by mass, of recycled material in a product or packaging. $X(\%) = \frac{A}{P} * 100$ X= is the recycled content, expressed as a percentage. A= is the mass of recycled materials. P= is the mass of product. Note1: Only pre-consumer and post-consumer materials shall be considered as recycled content.	ISO 14021:2016 (en)
Recycled material	Material that has been reprocessed from recovered [reclaimed] material by means of a manufacturing process and made into a	ISO 14021:2016 (en)

	final product or into a component for incorporation into a product. Note1: Only pre-consumer and post-consumer materials shall be considered as recycled content.	
Renewable resources	Resource that can be naturally or artificially grown or regenerated using processes found in nature within a foreseeable time frame. Note 1: A renewable resource is capable of being exhausted but can be regrown or regenerated indefinitely with proper stewardship in a manner consistent with sustainable development. Note1: Also known as renewable materials.	ISO 59004:2024
Secondary raw material (SRM)	Means material that are obtained from a resource that has already been processed or used and can substitute primary raw materials. Note1: Secondary Raw materials includes pre- and post - consumer recycled materials. Note2: Includes Reutilization of By-products. Note3: also known as recovered resource, secondary resource.	ISO 59004:2024

Continental Automotive Technologies GmbH
Continental-Plaza 1, D-30175 Hanover, Germany
www.continental-automotive.com

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