

Thank you for allowing Stellantis to comment on the inquiries from the Environmental Investigation Agency dated February 2, 2026.

1. Has Stellantis either directly or indirectly sourced cobalt from Tenke Fungurume Mining SA in the DRC from September 2022 to December 2025, or at any other time, for battery cell components or for any other purpose? If you are not in a position to respond, please explain why, as this information would seem to be vital for an ethical and sustainable cobalt supply chain. [Stellantis can confirm that it currently has business with Tenke Fungurume Mining \(TFM\); however, the timing detailed in the question is not fully accurate. We currently source from TFM.](#)

2. In April 2022, Umicore signed a long term strategic supply agreement with Automotive Cells Company (ACC), a joint battery technology venture of Stellantis, Mercedes-Benz, and TotalEnergies. Media reporting indicates that under this supply agreement Umicore has supplied high-nickel cathode materials from its Nysa plant to ACC's large European battery plant, where Stellantis makes components for EVs that are used in cars like the Peugeot E-3008 and E-5008. EIA's investigation further indicates that Umicore sources cobalt from the Tenke Fungurume mine. Does Stellantis wish to comment? [Stellantis can confirm that it currently has business with ACC as noted above; however, the plant location is not known at this time. Absent a specific allegation, we apply risk-based analytical protocols that identify risk areas and substances of concern to allocate our due diligence resources into suppliers where necessary.](#)

3. In February 2019, Umicore announced a multi-year supply agreement with LG Chem for cathode materials and a multi-year agreement with Samsung SDI to supply Nickel Manganese Cobalt (NMC) cathode materials. LG Chem and Samsung SDI reportedly have sourcing relationships with Stellantis. Does Stellantis wish to comment? [Stellantis can confirm that it has sourced from Samsung SDI in the past, yes.](#)

4. EIA's reporting indicates that from late 2023 onwards, residents of the Manomapia neighborhood of Fungurume – located directly adjacent to Tenke Fungurume Mining's new "30k" mixed ore processing plant – have complained about serious health problems, including itchy eyes, nosebleeds, persistent coughs, headaches, chest pains, and even the vomiting of blood. Several media outlets and civil society organizations attributed these conditions to pollution from the 30k processing plant. Health data seen by EIA indicates a significant increase in patients presenting health complaints in Manomapia in 2023, including repetitive cough, nosebleeds, eye itching, vomiting blood, and coughing up blood. Toxicology experts consulted by EIA indicated sulfur dioxide (SO₂) as the likely cause of health problems suffered by residents living near the mine. TFM workers consulted by EIA stated that off-gassing of SO₂ into the atmosphere was a matter of routine at TFM's facilities. Does Stellantis wish to comment?

[Audits by our third-party partner have identified reported cases of serious illness linked to pollution in the Manomapia area. We have requested clarification from TFM regarding the actions taken in response to findings from its recent Copper Mark evaluation. While TFM states that it complies with international standards and environmental assessments, Stellantis has pressed for greater transparency and notes that the National Human Rights Commission has opened an investigation. We will continue to follow up with TFM to understand the progress of mitigation efforts.](#)

[Stellantis remains committed to sourcing raw materials in alignment with our sustainability goals and our responsibility to protect human rights and environmental integrity. To support our electrification](#)

strategy, we prioritize direct contracts with Tier 1 suppliers, enabling stronger oversight and control throughout our supply chain.

In light of Stellantis's apparent indirect sourcing relationship with TFM, what action can Stellantis commit to taking to address concerns around pollution and public health issues seemingly caused by TFM's operations?

Stellantis applies risk-based analytical protocols designed to identify risk areas and substances of concern within our supply chain. This approach allows us to strategically allocate our due diligence resources to areas where they are most needed. As part of our analysis, cobalt and the associated health and safety risks are specifically addressed. We recognize the systemic challenges affecting communities dependent on cobalt mining and acknowledge the shared responsibility among stakeholders, including the private sector, governments, and civil society organizations—to address these issues.

With respect to the Democratic Republic of the Congo (DRC), Stellantis has engaged a third-party firm to conduct responsible sourcing audits focused on the cobalt supply chain. These audits utilize the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from Conflict-Affected and High-Risk Areas, as well as IRMA standards. This comprehensive assessment evaluates auditees on ESG criteria, due diligence practices, and the effectiveness of their risk mitigation plans.

The audits were carried out in late 2024 and throughout 2025. As a result, corrective actions were identified and are currently being monitored by Stellantis and our Tier-1 supplier. This auditing process complements our ongoing due diligence efforts and risk-based approach across our supply chain, ensuring that responsible sourcing and risk mitigation remain integral to our operations.

5. EIA estimates that 12,000 people have been displaced by TFM's operations since 2022 over three waves of displacement in Kabombwa (3,000 inhabitants displaced), Kalweji (more than 4,000 inhabitants displaced), and Manomapia (5,000 inhabitants displaced). EIA's research indicates that the relocation process undertaken in Manomapia from April, 2024 onwards has apparently fallen short of the standards set out by DRC law and by voluntary mining industry standards. Several displaced community members who spoke with EIA alleged that TFM had failed to consult them freely and in good faith about their displacement, and alleged that TFM had coerced them into leaving. Does Stellantis wish to comment? In light of Stellantis's apparent sourcing relationship with TFM, what action can Stellantis commit to taking to address concerns around the alleged irregularities, illegalities, and human rights abuses associated with these relocation. Audits by our third-party partner have identified reported cases of relocation of individuals in the Manomapia area. We have requested clarification from TFM regarding the actions taken in response to findings from its recent Copper Mark evaluation. While TFM states that it complies with international standards, Stellantis has pressed for greater transparency and notes that the National Human Rights Commission has opened an investigation. We will continue to follow up with TFM to understand the progress of mitigation efforts.

As mentioned earlier, we are committed to the protection of Human Rights. Our Human Rights Program has specific actions to address internal operations and the supply chain. With respect to the supply chain beyond Tier 1, we have initiatives to communicate our values and expectations, such as an effort to require signature of our Global Responsible Purchasing Guidelines by our suppliers, and their

cascading of such obligations to their sub-suppliers. We are focused on maximizing the effectiveness of any measures we may deem necessary to remediate a Human Rights violation such as forced labor or health and safety concerns and will be open to consider creating alliances and relationships that will help us in this effort.

We trust that our response above satisfies your request for information. However, should there be any items that require further clarification please do not hesitate to contact us.