

Carbon Footprint Methodology Report



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Introduction

Today, the transportation sector relies mostly on fossil fuels—the accumulation of prehistoric plant- and animal-based carbon. If we stay on our current path, we will quickly exhaust this stored energy and, in the process, carbonize our atmosphere to such a degree that life as we know it will not be possible.¹ If we want the planet to continue to sustain human life and foster future generations, we must change now.

¹https://report.ipcc.ch/ar6/wg2/IPCC_AR6_WGII_FullReport.pdf

Introduction

Rivian exists to create products and services that help our planet transition to low-carbon energy and transportation. Responding effectively to climate change requires collective action and urgency. We believe we have a responsibility and opportunity to play a role in the global transition to a low or zero-carbon economy. To make the necessary changes, we must develop a deep understanding of our environmental impact and take action. At Rivian, we believe that our vehicles and other products are key parts of the climate solution, but we also understand that making, using, and recovering them requires inherently carbon-emitting activities.

This report is part of Rivian's mission to drive toward a more sustainable future in a transparent way. In the following chapters, we detail our methodology to create carbon footprints for our vehicles. This is an open report that walks through the key points of Rivian's carbon footprinting process.

Our vehicle carbon footprints follow the methodology described in this report. These show the life cycle greenhouse gas (GHG) emissions of our vehicles, key scenarios, and other information, which allows our customers to understand where we are doing well and where we can do better. We use the same methodology for each vehicle to maintain a consistent and repeatable approach that we hope others in the industry will follow. Rivian believes that reducing the transportation sector's footprint requires transparency and, ultimately, alignment on methods across the industry.

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Method

Rivian follows ISO 14040 and ISO 14044² standards for conducting life cycle assessments (LCA). These standards help us align with best practices in the industry while characterizing GHG emissions in the most meaningful way for Rivian. Additionally, we adopt principles from ISO 14067³ for specific topics, including selection of grid mixes and treatment of GHG emissions and removals from renewable energy.

²ISO 14044:2006 “Environmental management – Life cycle assessment – Requirements and guidelines”
and ISO 14040:2006 “Environmental management – Life cycle assessment – Principles and framework”

³ISO 14067:2018 “Greenhouse gases – Carbon footprint of products – Requirements and guidelines for quantification”

We chose not to fully conform to ISO 14067 because we felt that the use of a single global warming potential (GWP) metric most clearly communicates the carbon footprint of our products. While these standards provide the necessary foundation for our analyses, there are myriad decisions that still need to be made: where we gather our data, how best to integrate real-world information, the best way to model an incredibly complex supply chain, and many more. This report provides details about how and why we make many of those decisions.

2.1 Goal and Scope

The goal of this report is to establish the carbon footprint methodology for Rivian commercial and consumer vehicles. The methodology serves multiple purposes, such as providing data for internal and external communication of product carbon footprints and strategic insights into potential decarbonization enablers. To do so effectively, the methodology is repeatable, comprehensive, and consistent with ISO 14040 and ISO 14044. It supports deeper transparency into how Rivian assesses carbon footprints and can be used by multiple audiences, including Rivian customers, research institutes, investors, and others.

Rivian employs an attributional carbon footprinting approach and assesses the midpoint impact category—global warming potential over a 100-year time frame. The characterization factors for greenhouse gases (GHG) are established by the sixth assessment report (AR6) from the Intergovernmental Panel on Climate Change (IPCC), which includes climate-carbon feedbacks. It should be noted that LCIA results are relative expressions based on a functional unit and do not predict impacts on category endpoints, exceeding thresholds, safety margins, or risks.

The characterization factors for our selected material types include land use change and exclude CO₂ that is biogenic, meaning produced or brought about by living organisms, unless otherwise specified in the vehicle report. The GHGs included in this impact category are carbon dioxide, methane, nitrous oxide, and any other greenhouse gases characterized by the IPCC. The resulting unit is CO₂-equivalents or CO₂e.

Part of our sustainability strategy involves using high-quality bio-based feedstocks in place of petroleum-based materials. It is important to us that any biogenic carbon emissions or removals that are a result of sustainability initiatives are discernable. To do so, while most of our materials will be assessed with characterization factors that exclude biogenic carbon, our vehicle reports may include biogenic carbon for specific bio-based polymers. The vehicle reports will state any instances where biogenic carbon is included.

The vehicle reports that follow this methodology are not intended to support ISO-conformant comparative assertions without additional analyses and documentation. Differences in data choices, system boundaries, and methodology decisions may result in large discrepancies between carbon footprints generated by different organizations. We encourage all audiences to recognize those differences when drawing any conclusions regarding the carbon footprint of Rivian vehicles versus other vehicles.

2.2 Functional Unit

We assess the carbon footprint of providing transportation services with a Rivian vehicle over the analysis period. The analysis period is aligned with an engineering target that is determined through an internal durability assessment based on the vehicle's intended use and expected reliability. The durability target is reported in both miles and years. These values are determined independently from one

another and vary between vehicles depending on the design intent. To normalize results and assist in comparing different vehicles, results are expressed as grams of CO₂e per mile (g CO₂e/mi), which is the absolute carbon footprint divided across the analysis period of the vehicle. We use the carbon footprint per mile to capture the potential sustainability benefits of engineering more durable vehicles. The carbon footprint per mile decreases as the total mileage is extended because the total carbon footprint is amortized over a longer period. This creates an incentive for Rivian to design and engineer products that last as long as possible, which would be lost in the absolute carbon footprint (MT CO₂e).

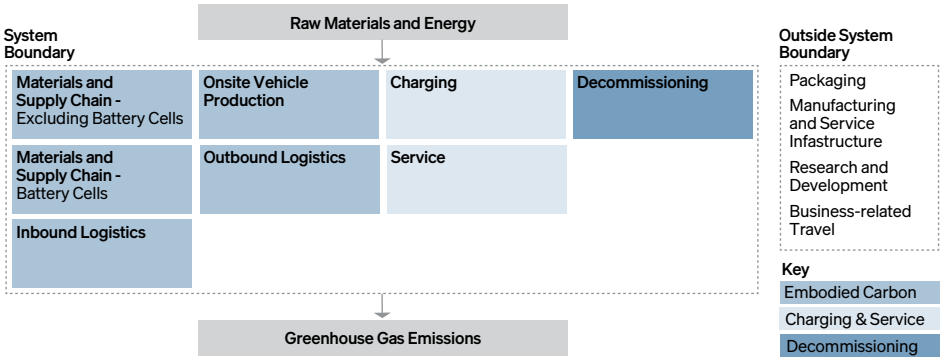
2.3 System Boundary

The carbon footprint of a Rivian vehicle includes activities across the life cycle of the vehicle from cradle to grave. This includes extracting resources from nature, turning these into raw materials and intermediate products, manufacturing parts, assembling the vehicle, using the vehicle, and managing the vehicle as it is decommissioned, as well as anything else of relevance in between. The system boundary is drawn to maximize the inclusion of the most relevant processes while acknowledging that certain activities have sufficiently low potential impacts or are otherwise intractably complex to include on a per-vehicle level.

Figure 1 shows the basic system boundary for Rivian’s vehicle LCAs. Exclusions include packaging, infrastructure, capital equipment, research and development activities, and business-related travel. This methodology does not define cutoff criteria that are used to exclude materials or energy flows under a certain threshold. The system boundary is defined based on relevance to the goal of the study. For the activities within the system boundary, all available energy and material flow data have been included in the model. Proxy data are used when no matching life cycle inventories are available to represent a flow.

GHG emissions from the supply chain are included in the system boundary but are sometimes difficult to exhaustively capture. The complexity of the supply chain requires assumptions about manufacturing energy, logistics, materials losses, and other factors. Rivian includes estimates for all relevant supply chain activities and uses comprehensive LCA databases to ensure that we use the best available information. However, some activities in the supply chain may not be fully characterized. We are conservative in our assumptions to avoid underestimating GHG emissions from our supply chain.

Figure 1
System Boundary



2.4 Our Approach to Materials and Supply Chain

The first iteration of a BoM for a Rivian vehicle is extracted automatically from our product lifecycle management (PLM) systems. A key step in the script involves categorizing the thousands of materials in our PLM systems into several dozen distinct material types, such as polypropylenes, polyamides, hot-rolled steel, and many others.

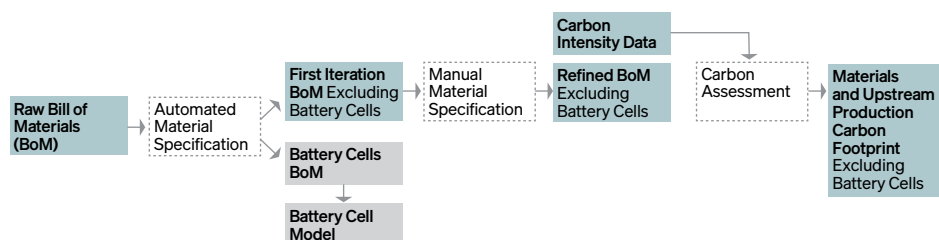
The Bill of Materials (BoM) provides information on the masses and material compositions of the parts and assemblies that make up a vehicle. The first iteration of a BoM for a Rivian vehicle is extracted automatically from our product lifecycle management (PLM) systems. A key step in the script involves categorizing the thousands of materials in our PLM systems into several dozen distinct material types, such as polypropylenes, polyamides, hot-rolled steel, and many others. This first investigation of our BoM, while a step in the right direction, requires further material specification, as it leaves portions of the vehicle with unassigned materials.

The quality of the data in the BoM is essential to the development of a robust life cycle inventory (LCI). To get our BoMs to an adequate state for carbon footprinting, we manually investigate parts with large masses of unassigned materials. This process involves collaborations with internal engineers, supply chain experts, and our upstream suppliers. We conduct part-level assessments until the BoM is categorized to a point that is sufficient for carbon footprinting, with an approximate target of less than 15% by mass of the BoM without specific material designations.

Material masses and types from the refined BoM are combined with carbon intensity factors (i.e., kg CO₂e/kg material) to establish carbon footprints for individual parts. Parts with unassigned materials are given a carbon intensity factor based on the average carbon intensity of the known materials in the vehicle. Carbon intensity data for materials and processes comes from a variety of sources, including the Sphera Managed LCA Content (MLC)⁴, industry, and scientific literature. Data choices and preferences are discussed in subsequent sections.

The cells in the high voltage traction battery (battery cells) are evaluated separately from the rest of the vehicle. Rivian has created a custom model dedicated to GHG emissions from the battery cell materials and upstream production activities. This allows us to better adapt to evolving understandings of battery cells and leverage the best information available. Battery cell data and modeling are discussed in more detail in the following chapters.

Figure 2
BoM organization and refining



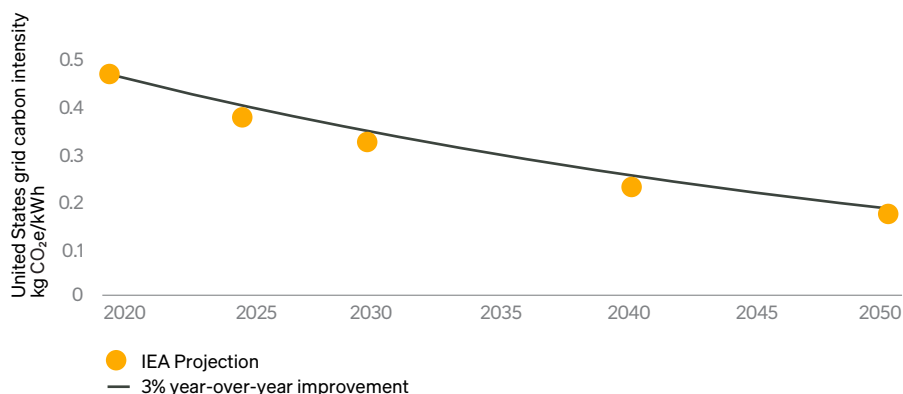
⁴<https://sphera.com/life-cycle-assessment-lca-database/>

2.5 How We Derive Electricity Grid Factors

Grid emission factors have significant temporal and geographic variation. They also have an outsized influence on the carbon footprint of the vehicle. For all Scope 3 electricity (covering our supply chains and vehicle charging), Rivian uses data from Sphera's MLC database at the national level and/or eGRID sub-region⁵ for grid carbon intensity factors. Given that Rivian vehicles are expected to stay on the road for up to a decade or more, we can provide a more accurate representation of the carbon footprint of a Rivian vehicle by supplementing historical data with projected emission factors that estimate how electricity grids will change over time.

The International Energy Agency (IEA)⁶ provides electricity grid projections through 2050 under different policy scenarios. Rivian uses the most conservative of these, which relies on “stated policies” rather than pledges or other aspirational improvements. Since these projection data are only available at the national level, Rivian selects a year-over-year percentage improvement so that changes for sub-national regions (e.g., the eGRID subregions) can be modeled using the national trend. The year-over-year improvement is selected to be slightly worse than the most conservative projection. Figure 3 shows an example of the IEA data (per Sphera's MLC 2023 database) and the Rivian modeled projections using a 3% year-over-year improvement.

Figure 3
IEA electricity grid carbon intensity projections compared to 3% year-over-year improvement. Rivian uses a percentage decrease in the grid carbon intensity that is slightly worse than the most conservative projections.



Rivian believes it is important to use our best understanding of how the electricity grid will change for the base cases for our vehicles. But we also acknowledge that forecasting the GHG emissions from electricity is inherently uncertain. Every vehicle carbon footprint includes scenario analyses that test how different projections and grid mixes affect the carbon footprint of the vehicle.

⁵<https://www.epa.gov/egrid>

⁶ <https://iea.blob.core.windows.net/assets/4ed140c1-c3f3-4fd9-acae-789a4e14a23c/WorldEnergyOutlook2021.pdf>

2.6 Our Approach to Renewable Energy

Rivian's priority will always be to first minimize the amount of energy that we need to make and operate our vehicles. But even the leanest processes and most efficient vehicles need electricity, so we need to find ways to reduce the resulting GHG emissions. Rivian's approach to this is a renewable energy procurement strategy, and our current efforts in this space are specific to the US grid wherein most of our vehicles are currently used.

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Our renewable energy goals are founded on the core principle of creating the greatest positive impact on the grid, our communities, and the planet. To do this, we cannot consider our own energy needs in a vacuum. Instead, we must consider the current makeup of the grid and procure resources to fill in the gaps when grid supply is reliant on fossil fuel generation. This will ensure that we incentivize buildouts at the most beneficial times and better support decarbonization across the grid.

We use a variety of mechanisms to develop or purchase renewable energy, including power purchase agreements (contracts to buy a certain amount of renewable energy at a fixed price for a period of time), onsite and community-based solar and wind projects, and partnerships with utilities. Regardless of the mechanism, our aim is to add renewables to the nation's grid, located where they can drive the greatest benefits. Clean energy is not distributed evenly across geographies and balancing access is a critical step on the path to a more sustainable system.

Renewable energy is used in various parts of the vehicle life cycle. Depending on the vehicle, renewable electricity may be used for the electricity consumed at Rivian facilities; charging vehicles using Rivian charging equipment (including the Rivian Adventure Network (RAN) and Rivian Waypoints networks); charging vehicles using non-Rivian charging equipment; and other applications. In each case, the goal is to prioritize where Rivian can most positively contribute to grid decarbonization.

Currently, and in our future strategy, we have renewable energy procurements that correspond to the electricity consumed while charging Rivian vehicles with Rivian equipment. We use historical charging data to estimate the amount of consumer charging that is done using Rivian equipment over the vehicle's life cycle. We also have onsite renewables at our production facility in Normal, Illinois. Because the energy production of existing renewables is historically reported in the meter data at Rivian production plants, the emissions from the production and use of these renewable energies are included in our vehicle carbon footprints. To communicate these benefits, additional scenario analyses may be included in vehicle reports that highlight the predicted impact of our renewable electricity procurements.

The inclusion of renewable energy aligns with ISO 14067, Sections 6.4.9.4.2 and 6.4.9.4.4 as it:

- conveys the information associated with the unit of electricity delivered together with the characteristics of the generator
- is assured with a unique claim
- is tracked and redeemed, retired or cancelled by or on behalf of the reporting entity
- is as close as possible to the period to which the contractual instrument is applied and comprises a corresponding timespan
- is produced within the country, or within the market boundaries where consumption occurs if the grid is interconnected.

Detailed information about Rivian's renewable energy strategy and policy can be found on Rivian's website or is available upon request.

2.7 Allocations

Rivian uses the cut-off method, indicating that the GHG emissions from disposal are only included for materials that are not reused or recycled into another product life cycle. Scrap material that enters Rivian's supply chain is considered burden-free; all modifications of that scrap after entering Rivian's supply chain (including transportation, remelting, and other improvements) are included in our scope. Following the cut-off method, no burdens or credits are applied for any materials once they leave the Rivian system boundaries.

Any GHG emissions associated with the energy used in Rivian production facilities for sorting scrap for recycling or other decommissioning scenarios are accounted for in the footprint of the onsite production processes. All scrap that is landfilled or incinerated is included in the decommissioning stage of this study.

GHG emissions for systems with multiple co-products are allocated according to the ISO 14044 stepwise procedure. Upstream allocation is often inherently included in the aggregated background datasets. The most notable application of co-production allocation may be for onsite production, where multiple vehicles may be assembled in the same facility or even on the same line. In these cases, the GHG emissions from the facility are allocated based on the number of vehicles produced. This allocation approach is expected to provide reasonable results given that the vehicles produced all utilize similar processes within the facility (paint shop, general assembly, etc.).

2.8 Data Quality

Data quality has a significant influence on the results and conclusions of any LCA study. Although most organizations follow similar guidelines for best practices, choosing the best data varies based on many factors, including data availability, intended purpose, supplier relationships, and individual practitioner preference. The quality of data evolves over time and generally increases as internal systems are established, real-world data become available, and the general state-of-the-science is raised across the industry.

Even with these challenges, it is imperative that data quality remains at the forefront and that data are selected using consistent criteria. Attention to data quality decreases the likelihood of creating biases for our vehicles. In general, the order of preference and ranking for data sources is:

In general, the order of preference and ranking for data sources is:

1. Supplier data / Rivian primary data
2. Calculated values based on primary data
3. Sphera managed LCA content (MLC)
4. Literature data / ecoinvent
5. Estimates / proxy data.

We use the latest versions of Sphera's MLC database and ecoinvent databases at the time of assessment. Certain materials, such as aluminum, use regional averages or even site-specific carbon intensity data when available and applicable. Many other materials and processes are global averages, which we chose based on the globally diverse supply chain needed to manufacture Rivian vehicles.



Sphera’s MLC database is the primary source of most carbon intensity data. Other sources, including ecoinvent, literature, and industry data, are used to fill gaps or to better represent Rivian processes and materials. By preferentially selecting data from Sphera’s MLC database, Rivian ensures better consistency between datasets.

All carbon intensity data are updated annually or as new information becomes available. Rivian understands that the quality of the data from LCA databases and other sources is constantly improving, and it is important that our analyses use the most recent information.

Data from Rivian systems are also updated frequently. As our systems improve and we learn more about our vehicles, we will update data sources and values to reflect our current state of knowledge.

Table 1 provides an overview of specific data quality indicators and the assessment for Rivian’s models.

Table 1
Data quality indicators and assessment
for Rivian’s models

Data quality indicator	Assessment for Rivian’s models
Time	Primary data for onsite production, logistics, and material flows are collected for the production year of vehicles. Material and process carbon intensities are selected from the latest versions of LCA databases, industry data, and/or supplier information. Electricity data for operation are projected over the analysis period to estimate anticipated changes to the grid.
Geography	Rivian has a complex global supply chain with materials and parts sourced from around the world. When choosing data, we use North American datasets when available and applicable. Some material data, including many about plastics, are from global or European datasets. Electricity datasets for operation are specific to the region where the vehicles are expected to be used.
Technology	All data are modeled to represent the relevant technologies or technology mixes. Some materials may be imperfectly represented or simplified due to lack of available datasets or incomplete understanding of the material details, such as specific alloy compositions or polymer composites.
Precision	The bill of materials comes from Rivian’s engineering systems and represents actual information for the masses and material types in the vehicles. Likewise, onsite production and logistics data are gathered from Rivian systems. Vehicle operation is estimated based on various factors, including EPA ranges, battery capacity, historical real-world passive drain data, charging efficiencies, and annual mileage.
Completeness	No data are knowingly omitted from our models. Any data gaps are filled with proxy data or estimates.
Consistency	Most background data are sourced from Sphera’s MLC database to maintain consistency.
Reproducibility	Reproducibility is supported as much as possible by providing breakdowns of materials, our approach to electricity modeling, and information about our battery modeling. While some details need to remain confidential, we expect that any third party should be able to approximate our results using similar data and methods.



Life Cycle Inventory

The life cycle inventory (LCI) is divided into three stages:
Embodied Carbon, Charging and Service, and Decommissioning.

3.1 Embodied Carbon

3.1.1 Materials and Supply Chain—Excluding Battery Cells

The material types in each vehicle's BoM are assigned material carbon intensities using data from Sphera's MLC database with supplemental data used as needed, as described in Data Quality. For electronic control units (ECUs), we assign a carbon factor based on other average carbon footprints of ECUs in the vehicle, as described in the next section. The material carbon intensities for steel and aluminum are also modeled with more detail due to the increased availability of supplier-specific data on the recycled content and the abundance of these materials in the vehicle.

Each material type is assigned a manufacturing process based on information from the supplier when available and literature as needed. The carbon intensity of each manufacturing process is found in Sphera's MLC database with supplemental information used as needed, as described in Data Quality. At Rivian, most sheet metal stamping is done in-house and, as with other in-house processes, the carbon footprint of stamping is largely included within the onsite production footprint. However, because we cannot assume that all stamping occurs in-house, we conservatively also include the associated GHG emissions in this stage to avoid underestimating the total GHG emissions from material manufacturing.

Like many industries, material utilization and throughput yields are imperfect in the automotive industry. Losses from imperfect material utilization are planned losses associated with manufacturing processes (e.g., forging flash, stamping scrap). When available, we use part-specific material utilization data to account for the material losses. In the absence of part-specific data, this methodology employs default material utilization figures by material category and associated manufacturing processes. Along with losses from material utilization, we include the material losses that occur from imperfect throughput yields. Yield losses are associated with parts that do not meet specifications or are otherwise unfit to be used. Depending on the final stage of production of a part, yield losses can occur upstream or in-house. Although accurate yield data are often difficult to ascertain, we still include estimates since we understand that fallout occurs even in the most well-managed processes.

Electronic Control Units

Much of the advanced electronics are housed in electronic control unit (ECU) modules. The GHG emissions of ECUs can vary significantly depending on the size and complexity of the printed circuit board (PCB), onboard electronics, and the housing materials. To better understand the carbon footprint of the low-voltage electronics in our vehicles, Rivian conducted an internal study to determine the carbon footprint of all the ECUs in Rivian vehicles. From this, we derived average carbon intensity factors for our ECUs.

The subcomponents of an ECU can be broken down into two categories: populated PCBs and mechanical parts. The mechanical parts are made up of polymers and metals. As such, the corresponding carbon factors from Sphera's MLC database scale by mass, which allows us to use the BoM of an ECU to find the carbon footprint of the mechanical parts.

The GHG emissions for an unpopulated PCB are determined by exploring engineering drawings to determine the rectangular dimensions⁷ and number of layers of the PCB. Using rectangular dimensions rather than actual area allows us to approximate losses associated with panelization efficiency during PCB fabrication. These data are then combined with carbon intensity factors for the appropriate type of PCB. Determining the GHG emissions from the onboard electronics (integrated circuits, resistors, capacitors, etc.) is more difficult and has not been researched in detail. For our early models, we estimate that a populated PCB will have approximately double the carbon footprint of an unpopulated PCB based on examination of generic populated PCB data from Sphera's MLC database.

Aluminum

Aluminum is used extensively in our vehicles and constitutes a significant portion of the GHG emissions. While Rivian's approach to evaluating the emissions of aluminum parts is not fundamentally different than that of other materials, the data are more carefully scrutinized to improve accuracy and applicability to Rivian's vehicles and supply chain.

We categorize aluminum parts into four distinct material types: extruded, sheet, cast, and forged. We derive carbon intensity factors for aluminum by reconstructing models from the Aluminum Association⁸ for North American aluminum products. Reconstruction is required to incorporate Rivian-specific recycled contents (the Aluminum Association assumes industry average recycled contents). We combine primary and secondary ingot data from the Aluminum Association with data from our supply chain recycled contents. We create models for specific aluminum forms by adding downstream fabrication (e.g., sheet rolling, extrusion) and material utilizations that align with the Aluminum Association.

For material types where the form of aluminum cannot be inferred, the carbon intensity of aluminum sheet will be used as a proxy. In cases where a mixed material type contains aluminum, we average the carbon intensities of aluminum sheet and the other material.

The vehicle carbon footprint reports contain additional details regarding aluminum modeling for a given vehicle.

Steel

Along with increasing the recycled content in our aluminum parts, we also strive to incorporate more recycled content into our steel parts. As with aluminum, steel constitutes a large portion of the GHG emissions from the material and supply chain in Rivian vehicles. In our BoM organization process, steel is divided into the two most common types of steel in our vehicles: hot-rolled and cold-rolled.



⁷Rectangular dimensions: the rectangle that encompasses the surface area of a PCB, regardless of actual PCB shape/

⁸ <https://www.aluminum.org/>

Carbon intensity data from the American Iron and Steel Institute (AISI)⁹ is available for versions of hot and cold-rolled steels with industry average recycled contents. Additionally, a theoretical 100% primary steel is estimated by applying the AISI value of scrap dataset to the upstream scrap input for hot and cold-rolled steels. Using these two datasets—the industry average recycled content and the 100% theoretical primary steel—we can estimate the GHG emissions of steel with any recycled content through interpolation and extrapolation. This is admittedly an estimation, but it is necessary in order for us to develop datasets that can estimate Rivian’s supply chain without the need to develop and/or gather other primary data.

For material types where we cannot infer the form of steel, we use the carbon intensity of cold-rolled steel as a proxy. In cases where a mixed material type contains steel, we use an average of the carbon intensities of cold-rolled steel and the other material.

The vehicle carbon footprint reports contain additional details regarding steel modeling for a given vehicle.



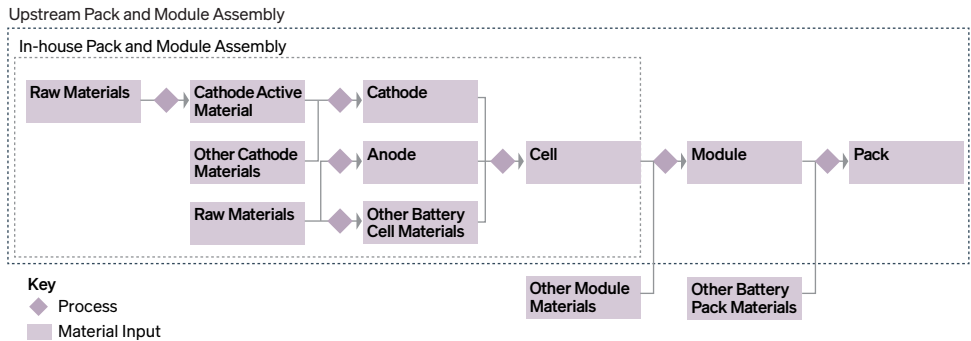
3.1.2 Materials and Supply Chain—Battery Cells

Rivian has developed a custom model to determine the carbon footprint of the battery cells in the high voltage traction battery. This model includes the raw material inputs, which are documented in a battery cell BoM, and any upstream production processes. We divide the model into two scenarios depending on the location of the module and pack assembly.

- 1. When the assembly of battery cells into modules and modules into battery packs occurs in Rivian manufacturing facilities, the model includes the extraction of raw materials, powder processing, and cell manufacturing. In this scenario, we assume that the module and pack assembly processes are included in the GHG emissions from onsite production.
- 2. When the assemblies of the modules and pack are done at the supplier, these assembly processes are included in the battery model along with the activities described in the first scenario.

As shown in Figure 4, in both scenarios, the materials used for the assembly of battery cells into modules and modules into battery packs are captured with the other materials in the vehicle.

Figure 4
Battery Model – System Boundary
of Assembly Scenarios



⁹Life Cycle Inventories of North American Steel Products. American Iron and Steel Institute. 2020.

The energy for powder production—the process to produce the active materials used in the cell cathode through high energy processes such as co-precipitation and calcination—is from the most recent GREET¹⁰ model from the Argonne National Laboratory. When available, we use supplier energy data to evaluate the GHG emissions during battery cell manufacturing. In the absence of supplier data, we estimate the processing energy required for cell manufacturing with a literature-based estimate¹¹. We apply carbon factors from Sphera's MLC database to the processing energy to estimate the GHG emissions from cell assembly. In scenario 2, the GHG emissions from module and pack assembly are estimated using emission factors from the EV battery model in Sphera's MLC database. This methodology includes a literature-based value for material utilization and an internal value for throughput yield to estimate battery cell scrap.

To account for the carbon footprint of the raw material inputs in the battery cells, we remove the battery cells from the BoM and assess them separately. We determine the material composition of battery cells using our internal understanding of the chemistry, which we validate and supplement with literature. To increase the granularity of these findings, we estimate the material composition of the cathode active material based on the cell chemistry using the GREET model. We estimate a 1:1 ratio of natural and synthetic graphite in the anode, unless otherwise stated.

To determine the carbon footprint of the raw material inputs, we apply carbon factors from Sphera's MLC database, ecoinvent, and the GREET model to the battery cell BoM.



3.1.3 Onsite Production

Rivian conducts a variety of manufacturing and assembly processes in Rivian-owned facilities, such as our plant in Normal, IL. Many activities occur at these facilities, such as sheet metal stamping, painting, general assembly, battery pack production, scrap sorting, and drive unit production. The onsite production data are from our corporate greenhouse gas accounting program. The direct and upstream GHG emissions at Rivian onsite production facilities are determined by aggregating the total emissions and dividing it between the individual vehicles based on the total number of units produced in that time frame, typically one year. Most manufacturing scrap is recycled (pre-consumer scrap). Per the cut-off allocation approach, we do not account for the environmental burdens from nor claim any credits for the recycling of this manufacturing scrap.

We report the energy production of onsite renewables at Rivian production facilities along with the annual energy use, including the emissions from these renewable energies and the respective reduction of grid energy. The electricity grid factors align with our corporate greenhouse gas accounting program. The program uses eGRID data for combustion emissions combined with life cycle inventory data for upstream fuel production (from the International Energy Administration (IEA) and ecoinvent), following the GHG Protocol Standard and Scope 2 guidance. This approach aligns with best practices in the corporate greenhouse accounting space. For each vehicle assessment, the carbon intensities of the grid electricity are selected for the regional electricity grids in which the production facilities are located.

Rivian's manufacturing plant energy metering system is not equipped with submetering, therefore the carbon footprint of this stage conservatively includes business activities outside of production and is divided equally across Rivian vehicles using the total annual number of vehicles produced.

¹⁰<https://greet.es.anl.gov/index.php>

¹¹Degen F and Shutte M. Life cycle of the energy consumption and GHG emissions of state-of-the-art automotive battery cell production. *Journal of Cleaner Production* 330 (2022).

3.1.4 Inbound Logistics

The carbon footprint of the inbound logistics is from Rivian's corporate greenhouse gas emission accounting efforts. The carbon footprint calculation is found using the following data: mass and cost of the transported parts and materials, distance of transportation, and carbon intensity of the various modes of transportation.

The primary sources of the transportation data are provided by suppliers and recorded within Rivian's Transportation Management System (TMS). Inbound logistics data are tracked at the company level and allocated to individual vehicles by the total number of units produced during the timeframe of the logistics dataset, usually a one-year period.

Carbon factors from the Global Logistics Emissions Council (GLEC) are used when mass and distance data are reported in the TMS system. In the absence of mass inputs, cost data are used alongside CEDA factors from CEDA Global 4.01 to determine the GHG emissions from these parts. Comparing the mass and cost data for parts with both metrics available, we find the cost-based estimation consistently more conservative. As such, we expect that as our data improve, the GHG emissions from this stage of the product's life cycle will decrease. In the absence of distance data, great-circle distance calculations are conducted based on the origin and destination zip codes of the shipment to align with our corporate greenhouse gas accounting program. Rivian considers the following modes of transportation: truck, air, inland ship, oceanic ship, drayage, cartage, and rail.

In the absence of distance data, great-circle distance calculations are conducted based on the origin and destination zip codes of the shipment to align with our corporate greenhouse gas accounting program

3.1.5 Outbound Logistics

The carbon footprint of the outbound logistics is also from Rivian's corporate greenhouse gas emission accounting efforts. The GHG emissions from outbound logistics are evaluated using the weight of the final product along with the distance and mode of transportation. The distance from the manufacturing plant to the vehicle's final sale location is based on Rivian's outbound transportation management system. The mode of transportation is typically auto carrier or rail. For either mode, we use the corresponding emission factor from GLEC.

3.2 Charging and Service

3.2.1 Charging

Charging includes the GHG emissions from electricity consumed by Rivian vehicles over the analysis period. Most of the electricity is used for propulsion but also includes losses from charging efficiency and passive battery drain.

We determine the propulsion electricity using the EPA-reported range and the usable battery energy (UBE) for each vehicle. We use EPA-reported range because it establishes a repeatable method that is publicly available for different vehicles. The EPA-reported range is determined via the EPA's fuel economy testing, which includes a variety of testing scenarios to capture various driving styles, trip types, and weather conditions. While the EPA testing incorporates electricity use from propulsion and climate control, other auxiliary systems such as lights and stereo are not captured. Charging is broken down into the source and type of charging. Different charging modes—Level 1¹², Level 2¹³, and direct current fast charging (DCFC)¹⁴—may have different charging efficiencies. Rivian uses vehicle analytics to determine the share of each charging mode and applies the relevant charging efficiency. When better data are not available, charging efficiencies are assumed to align with EPA-reported efficiencies.

¹²Level 1 charging is the lowest voltage and slowest charging method. It uses a standard residential voltage AC outlet.

¹³Level 2 charging uses higher voltage and is faster than level 1 charging. It is available residentially and commercially.

¹⁴DCFC (level 3) charging is only commercially available and is the highest voltage and fastest charging option.

Along with charging losses, all electric vehicles consume electricity while not in use. Rivian uses internal data to estimate this passive battery drain and includes the emissions alongside other charging sources.

Charging location plays an important role in a vehicle's GHG emissions during operation. When data are available, we consider the region in which each Rivian vehicle is driven. Data sources for this information include vehicle analytics, fleet data, and consumer sales data. We determine the GHG emissions using the Rivian electricity grid projection (3% year-over-year improvement) for each relevant grid region.

Renewable energy for charging is included when it aligns with the ISO 14067 requirements. Renewable energy that is beyond 14067 requirements—including intended purchases for future emissions—is addressed via scenario analyses.

The energy used to charge Rivian vehicles is the single largest source of GHG emissions. Vehicle reports include scenario analyses to assess how different data decisions or prediction models may affect the GHG emissions during charging.

3.2.2 Service

Service includes scheduled maintenance of the vehicle and its parts. Scheduled maintenance is consumable parts that will need to be replaced over the analysis period, most notably tires. Service parts are replaced at intervals based on their anticipated replacement rates. The replacement parts are modeled using the data found in the BoM for that part.

3.3 Decommissioning

Decommissioning includes vehicle dismantling and material disposal. Rivian vehicles have only recently been produced in mass and have not been decommissioned in meaningful numbers. This methodology assumes a decommissioning phase that includes generic vehicle shredding, transportation to a disposal facility, and material disposal. Batteries, wheels, and tires are removed from the vehicle prior to shredding and are therefore not considered in the GHG emissions from vehicle shredding. GHG emissions from the transportation of materials to a disposal facility are assessed using carbon factors from Sphera's MLC database.

For material disposal, Rivian considers three decommissioning scenarios: landfill, incineration, and recycling. Following the cut-off approach, burdens from recycling the post-consumer scrap beyond the sorting processes are excluded. Effectively, the GHG emissions are from the portion of materials in the product that are landfilled or incinerated. Following the cut-off approach, no credits are given for any usable energy that may be generated from landfill or incineration activities.

The fraction of materials that are landfilled, incinerated, or recycled is estimated with literature values when primary data are unavailable. Battery cells, tires (including tire-derived fuel), and most metals are recycled when the vehicle is decommissioned. The carbon footprint of decommissioning after generic vehicle shredding is found using carbon intensities of incineration and landfilling processes by material type.



A Note on Carbon Footprints

At Rivian, we believe that one of the first steps toward decarbonization is understanding your carbon footprint. This enables companies, as well as individuals, to take informed actions. Decarbonization of the transportation sector must be a collective effort; however, comparing LCA studies undertaken by different practitioners can be difficult because of differing underlying assumptions.

A Note on Carbon Footprints

As suggested in the introduction, the vehicle reports that follow this methodology are not intended to support ISO-conformant comparative assertions without additional analyses and documentation. This methodology document provides guidelines for Rivian's LCAs in a way that can be consistently applied to a variety of vehicles.

Rivian wants to be transparent about our processes and that our data are constantly evolving and improving. We hope that by us providing full transparency, the industry can move toward a more standardized methodology for LCA reporting, so we can identify common improvement opportunities and come together to decarbonize the sector.

Our vehicles are designed to operate for many years, but the carbon footprints of all life cycle stages are evaluated at a single point in time. The result is a snapshot of the predicted life cycle carbon footprint based on our best data and estimations when the analysis is conducted. We employ a multitude of assumptions throughout the methodology and use conservative values whenever possible to avoid underestimating potential GHG emissions. Ultimately, the vehicle carbon footprint summaries that follow this methodology are living documents, and we will periodically update this document with the latest information. As Rivian matures, our goal will always be to ensure that our LCA methods and data mature along with us.



Critical Review

Rivian develops the LCA models and reports entirely in-house, led by our Sustainability Science team.

Rivian works with an independent expert to review this report for conformance with ISO 14040 and ISO 14044. The review was conducted by Dr. Christoph Koffler, Technical Director Americas, Sustainability Consulting at Sphera in September of 2025.

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- Critical Review Statement -

Carbon Footprint Methodology Report - Version 1.2

Commissioned by:	Rivian Automotive, Inc. (“Rivian”)
Conducted by:	Rivian Automotive, Inc. (“Rivian”)
Reviewer:	Christoph Koffler, PhD – Technical Director Americas, Sustainability Consulting
References:	ISO 14044:2006 – Environmental Management – Life Cycle Assessment – Requirements and Guidelines ISO 14067:2018 Greenhouse gases – Carbon Footprint of Products – Requirements and Guidelines for Quantification ISO/TS 14071:2014 – Environmental management – Life cycle assessment – Critical review processes and reviewer competencies: Additional requirements and guidelines to ISO 14044:2006

Scope of the Critical Review

In accordance with ISO 14044:2006, section 6.1, the goal of the Critical Review was to assess whether:

- the methods used to carry out the LCA are consistent with the international standards ISO 14040 and ISO 14044,
- the methods used to carry out the LCA are scientifically and technically valid,
- the data used are appropriate and reasonable in relation to the goal of the study,
- the interpretations reflect the limitations identified and the goal of the study, and
- the study report is transparent and consistent.

As the study is not intended to support comparative assertions intended to be disclosed to the public, the review was performed by single independent expert following ISO 14044:2006, clause 6.2.

This review statement is only valid for the specific reports and version numbers listed in the header of this review statement.

The review was performed exclusively on the above documents. No software models were shared during the review.

The reviewer performed the review in his capacity as an independent expert.

Critical Review process

The review was conducted by exchanging comments and responses using a spreadsheet template based on Annex A of ISO/TS 14071:2014. It was carried out in parallel with the review of the Gen 2 R1S Carbon Footprint report (Version 2.0), the confidential 2024 R1S Report Supporting Information, the Gen 2 R1T Carbon Footprint report (Version 2.0), and the confidential 2024 R1T Report Supporting Information.

The critical review was carried out between April 2025 (submission of first draft reports) and August 2025 (delivery of the final review statement). There were multiple formal rounds of comments on different draft versions of the reports, online meetings to discuss and clarify those comments, as well as several email conversations in-between.

A copy of the final review report containing all written comments and responses has been provided to Rivian along with this review statement.

The overall review was conducted in an equitable and constructive manner. The reviewer would like to highlight the good and constructive collaboration with the authors of the study. All comments were addressed and all open issues resolved. There were no dissenting opinions held by any of the involved parties upon finalization of the review.

General evaluation

The study is well scoped and capable of supporting the goal of the study. It shows a high level of technical knowledge and methodological proficiency. It is based on a multitude of data sources and primary data points covering material composition, in-house manufacturing, and use phase parameters to achieve a high level of data quality.

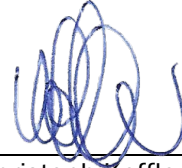
Its main limitation lies in the complexity of the automotive supply chain and the limited availability of primary supplier data, which is a general issue in the automotive industry and not specific to this study. As such, the study should be understood to represent mostly market-average supply chain emissions based on conservative assumptions and best-available data. Nevertheless, the results are deemed to be sufficiently accurate for external communication as well as for internal use to identify opportunities for further improvement.

Conclusion

Based on the final report documents, it can be concluded that the methods used to carry out the LCA are consistent with the International Standard ISO 14044, that they are scientifically and technically valid, that the data used are appropriate and reasonable in relation to the goal of the study, and that the interpretations reflect the limitations identified and the goal of the study. The report documents are

considered sufficiently transparent and consistent.

When communicating results to third parties outside of Rivian, ISO 14044, section 5.2 requires that a third-party report be made available to any such parties. For this specific study, the combination of Summary Report (including Appendix) and Methodology Report shall constitute the third-party report.



Christoph Koffler, PhD

Valid as of 08/20/2025