Environmental Metrics Report

as of and for the year ended

December 31, 2025

Rivian Automotive, Inc.

14600 Myford Road

Irvine, California 94105

RIVIAN AUTOMOTIVE, INC.

ENVIRONMENTAL METRICS REPORT

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Forward Looking Statements

This report uses qualitative descriptions and quantitative metrics to describe our policies, programs, practices, and performance. Note that many of the standards and metrics used in preparing this report continue to evolve and are based on management assumptions believed to be reasonable at the time of preparation, but should not be considered guarantees. In addition, historical, current, and forward-looking sustainability-related statements may be based on standards for measuring progress that are still developing, internal controls and processes that continue to evolve, and assumptions that are subject to change in the future. The information and opinions contained in this report are provided as of the date of this report. Rivian does not undertake to update or revise any such statements. This report may contain public information not separately reviewed, approved, or endorsed by Rivian, and no representation, warranty, or undertaking is made by Rivian as to the accuracy, reasonableness, or completeness of such information. Inclusion of information in this report is not an indication that the subject or information is material to Rivian's business or operating results. The information included in, and any issues identified as material for purposes of, this report may not be considered material for U.S. Securities and Exchange Commission (SEC) reporting purposes. In the context of this disclosure, the term "material" is distinct from and should not be confused with, such term as defined for SEC reporting purposes.

This report may contain forward-looking statements. All statements contained herein that do not relate to matters of historical fact should be considered forward-looking statements. In some cases, you can identify forward-looking statements by terms such as "may," "will," "should," "expects," "plans," "anticipates," "could," "intends," "targets," "projects," "contemplates," "believes," "estimates," "forecasts," "predicts," "potential" or "continue" or the negative or variations of such terms or other similar expressions. Forward-looking statements contained in this report include, but are not limited to, statements related to our climate commitment plans and goals and commitments, goals, aims, or aspirations regarding environmental, social and governance matters. These forward-looking statements are based on current expectations, estimates and forecasts, as well as the beliefs and assumptions of our management, and are subject to risks and uncertainties that are difficult to predict. Such risks and uncertainties may cause our actual results to differ materially and adversely from those expressed in any forward-looking statements, including among others, assumptions not being realized, scientific or technological developments, evolving sustainability strategies, changes in carbon markets, evolving government regulations, or other changes in circumstances, as well as the factors set forth in the "Risk Factors" section of Rivian's most recent Annual Report on Form 10-K and subsequent filings. These forward-looking statements speak only as of the date of this report. Except as required by applicable law, we do not plan to publicly update or revise any forward-looking statements contained in this report, whether as a result of new information, future events or otherwise.

As used in this report, unless otherwise stated or the context requires otherwise, references to "Rivian," the "Company," "we," "us," and "our," refer to Rivian Automotive, Inc. and its consolidated subsidiaries.

Management's Discussion of Environmental Metrics

Purpose of this document

The purpose of this document is to report on and provide transparency into our calculation methodologies for selected metrics within our Consolidated Statement of Environmental Metrics. These statements were subjected to a limited assurance review by APEX Companies LLC (see Independent Assurance Statement at pg. 4). This document should be read in conjunction with our existing disclosures on our impact programs, which include more comprehensive reporting of our risks, overall strategy, governance structures, goals and results, and can be found either on our website, or in our annual Impact Report, our Annual Report on Form 10-K and Quarterly Reports on Form 10-Q, and our Definitive Proxy Statements. This document is not incorporated into and does not constitute a part of our SEC filings.

Environmental Overview

Rivian is an American automotive technology company that develops and manufactures category-defining electric vehicles as well as vertically integrated technologies and services. Through innovation across its electrical architecture, end-to-end software, autonomous driving platform, artificial intelligence, and propulsion, the Company creates vehicles

that excel at work and play with the goal of accelerating the global transition to zero-emission transportation and energy. Rivian vehicles are manufactured in the United States and are sold directly to consumer and commercial customers. Whether taking families on new adventures or electrifying fleets at scale, Rivian vehicles all share a common goal — preserving the natural world for generations to come.

We see the creation of groundbreaking products and services going hand-in-hand with business operations that reflect our values. Our mission is our north star, and we've instilled responsibility into our processes from the beginning. We're focused on how our actions affect customers, communities, the environment and ultimately, our future. Considering our impact now and as our business expands is woven into the fabric of Rivian as we scale — and we can do it while running a successful company. We've signed The Climate Pledge to achieve net-zero carbon emissions by 2040, across global operations and our full value chain, and have set ambitious Impact Goals to focus cross-functional collaboration because we aim to demonstrate that including the planet as a stakeholder in our business is essential. Please see our impact reporting for more information on our Impact Goals and progress toward them.

2022 marked the Company's first full year of manufacturing production and serves as our base year for emissions and energy measurement. In 2025 we reported an increase in absolute emissions compared to our base year. This increase reflects the continued growth of our business. The vast majority of our emissions occur in the upstream and downstream value chain, particularly in category 1 purchased goods and services and category 11 use of sold products. As we work to ensure our suppliers adherence to our environmental requirements and progress on reducing the the carbon footprint of our own products, we expect overall scope 3 emissions to decrease relative to company growth.

Independent Assurance Statement

INDEPENDENT ASSURANCE STATEMENT

To: The Stakeholders of Rivian Automotive, Inc.

Introduction and objectives of work

Apex Companies. LLC (Apex) was engaged by Rivian Automotive, Inc. (Rivian) to provide limited assurance of select environmental metrics to be to be incorporated into its internal and external corporate reporting activities. This independent assurance statement applies to the Subject Matter included within the scope of work described below.

This information and its presentation are the sole responsibility of the management of Rivian. Our sole responsibility was to provide independent assurance on the accuracy of the information included.

Scope of work

The scope of our work was limited to assurance over the specific data presented below for the period January 1, 2025 to December 31, 2025 (the 'Subject Matter') and summarized in the attached tables. Our assurance does not extend to any other information reported by Rivian.

Rivian requested Apex to provide assurance of the following:

- Scope 1 greenhouse gas (GHG) emissions
- Scope 2 GHG emissions (location-based and market-based)
- Scope 3 GHG emissions associated with:
    - Category 1: Purchased Goods and Services
    - Category 2: Capital Goods
    - Category 3: Fuel and Energy Related Activities
    - Category 4: Upstream Transportation and Distribution
    - Category 5: Waste Generated in Operations
    - Category 6: Business Travel
    - Category 7: Employee Commuting
    - Category 9: Downstream Transportation and Distribution
    - Category 11: Use of Sold Products
    - Category 12: End of Life of Sold Products
- Energy:
    - Total electricity consumption
    - Percentage of total electricity procured from renewable energy resources
    - Percentage of total electricity procured at Normal manufacturing plant from renewable energy resources
    - Percentage of total electricity procured at Normal manufacturing plant from carbon-free energy sources
    - Percentage of total electricity procured at all other non-manufacturing facilities (service centers, offices, etc.) from renewable energy sources (without grid renewable electricity included)
    - Percentage of total electricity procured at all other non-manufacturing facilities (service centers, offices, etc.) from renewable energy sources (with grid renewable electricity included)
    - Rivian charging network electricity consumption
    - Percentage of Rivian charging network electricity consumption matched with renewable electricity
    - Matched 10,000 miles worth of renewable energy for every R1 sold[1]

[1] Match applies to R1 vehicles sold between January 1, 2025 and December 31, 2025; For every R1 delivered, Rivian purchased 4.8 MWh of renewable energy certificates (RECs) generated from wind and solar projects in the US (based on the average EPA Fuel Economy of 2025 R1 vehicles).

Reporting Boundaries

The following are the boundaries used by Rivian for reporting sustainability data:

- Operational Control
- Worldwide

Criteria against which assurance was conducted

- World Resources Institute (WRI)/World Business Council for Sustainable Development (WBCSD) GHG Protocol Corporate Accounting and Reporting Standard (Scope 1 and 2) and the GHG Protocol Scope 2 Guidance, an amendment to the GHG Protocol Corporate Standard
- WRI/WBCSD Corporate Value Chain Accounting and Reporting Standard (Scope 3)
- Rivian's internal criteria for energy metrics

Limitations and Exclusions

Excluded from the scope of our work is any assurance of information relating to activities outside the defined assurance period and scope of work.

This assurance engagement relies on a risk-based selected sample of sustainability data and the associated limitations that this entails. This independent statement should not be relied upon to detect all errors, omissions or misstatements that may exist.

Responsibilities

The preparation and presentation of the Subject Matter in internal and external reports are the sole responsibility of Rivian.

Apex was not involved in the drafting of the reported metrics or of the reporting criteria. Our responsibilities were to:

- obtain limited assurance about whether the Subject Matter data has been prepared in accordance with the Reporting Criteria;
- form an independent conclusion based on the assurance procedures performed and evidence obtained; and,
- report our conclusions to the Directors of Rivian.

Assessment Standards

We performed our work in accordance with Apex's standard procedures and guidelines for external Assurance of Sustainability Reports and International Standard on Assurance Engagements (ISAE) 3000 Revised, Assurance Engagements Other than Audits or Reviews of Historical Financial Information (effective for assurance reports dated on or after Dec. 15, 2015), issued by the International Auditing and Assurance Standards Board. A materiality threshold of ±5-percent was set for the assurance process.

Summary of Work Performed

As part of our independent assurance, our work included:

- Assessing the appropriateness of the Reporting Criteria for the Subject Matter;
- Conducting interviews with relevant personnel of Rivian;
- Reviewing the data collection and consolidation processes used to compile the Subject Matter, including assessing assumptions made, and the data scope and reporting boundaries;
- Reviewing documentary evidence provided by Rivian;
- Agreeing a selection of the Subject Matter to the corresponding source documentation; and,
- Assessing the disclosure and presentation of the Subject Matter to ensure consistency with assured information.

Conclusion

On the basis of our methodology and the activities described above for the scope of work:

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- Nothing has come to our attention to indicate that the Subject Matter is not fairly stated in all material respects; and,
- It is our opinion that Rivian has established appropriate systems for the collection, aggregation and analysis of quantitative data.

Statement of independence, integrity and competence

Apex is an independent professional services company that specializes in Health, Safety, Social and Environmental management services including assurance with over 30 years history in providing these services.

Apex has implemented a Code of Ethics across the business to maintain high ethical standards among staff in their day-to-day business activities.

No member of the assurance team has a business relationship with Rivian, its Directors or Managers beyond that required of this assignment. We have conducted this assurance independently, and there has been no conflict of interest.

The assurance team has extensive experience in conducting assurance over environmental, social, ethical and health and safety information, systems and processes, has over 20 years combined experience in this field and an excellent understanding of Apex's standard methodology for the assurance of greenhouse gas emissions data.

Attestation:



Jessica Jacobs, Lead Assuror
ESG Program Manager
Cincinnati, Ohio
Apex Companies, LLC



Trevor Donaghu, Technical Reviewer
ESG Director
Pleasant Hill, California
Apex Companies, LLC

April 30, 2026

This assurance statement, including the opinion expressed herein, is provided to Rivian and is solely for the benefit of Rivian in accordance with the terms of our agreement. We consent to the release of this statement to the public or other organizations, but without accepting or assuming any responsibility or liability on our part to any other party who may have access to this statement.

Rivian Global Warming Potential (GWP) and Emission Factor Data Sets

- GWP: Intergovernmental Panel on Climate Change (IPCC) Sixth Assessment Report (AR-6)
- United States Environmental Protection Agency (USEPA) Emission Factor Hub, 2025
- Cornerstone Emissions & Generation Resource Integrated Database (eGRID) (2023 data), 2025
- International Energy Agency (IEA) Emission Factor Database (2023 data), 2025
- United Kingdom (UK) Department for Environment Food & Rural Affairs (DEFRA), UK Government GHG Conversion Factors for Company Reporting, 2025
- Environment Canada, National Inventory Report 1990–2022: Greenhouse Gas Sources and Sinks in Canada, Annex 13 - Electricity in Canada: Summary and Intensity Tables, 2025
- Green-E Residual Mix Emissions Rates (20221 Data), 2024
- Association of Issuing Bodies (AIB) European Residual Mixes, June 4, 2024
- Comprehensive Environmental Data Archive (CEDA), version 7
- Global Logistics Emissions Council (GLEC) Framework, March 2025

Table 1: GHG Emission Data

2025 Rivian GHG Emission Data Subject to Assurance		
GHG Scope	**Unit**	**2025**
Scope 1	MTCO2e	32,464
Scope 2 (Location-based)	MTCO2e	109,241
Impacts of Contractual Instruments and MBM Emission Factors	MTCO2e	-6,539
Scope 2 (Market-based)	MTCO2e	102,702
Scope 3 Categories		
Category 1 - Purchased Goods and Services	MTCO2e	1,383,855
Category 2 - Capital Goods	MTCO2e	353,945
Category 3 - Fuel and Energy Related Activities	MTCO2e	31,015
Category 4 - Upstream Transportation and Distribution	MTCO2e	82,164
Category 5 - Waste Generated in Operations	MTCO2e	13,977
Category 6 - Business Travel	MTCO2e	25,175
Category 7 - Employee Commuting	MTCO2e	28,703
Category 9 - Downstream Transportation and Distribution	MTCO2e	9,387
Category 11 - Use of Sold Products	MTCO2e	1,450,500
Category 12 - End of Life Treatment of Sold Products	MTCO2e	13,723
Total Scope 3 Emissions from Value Chain[2]	MTCO2e	3,392,444

MTCO2e = Metric Tons of CO2-equivalent
MBM = Market-based Methods
[1]Value may not align exactly due to rounding

Table 2: Energy Metrics

2025 Rivian Energy Data Subject to Assurance	
Total Electricity Consumption (MWH)	299,243
Percentage of total electricity procured from renewable energy resources	16.2%
Percentage of annual electricity at Normal manufacturing plant from renewable energy sources	39.3%
Percentage of hourly electricity at Normal manufacturing plant from carbon-free energy sources	46.9%
Percentage of total electricity procured at all other non-manufacturing facilities (service centers, offices, etc.) from renewable energy sources (without grid renewable electricity included)	12.7%
Percentage of total electricity procured at all other non-manufacturing facilities (service centers, offices, etc.) from renewable energy sources (with grid renewable electricity included)	44.3%
Rivian Charging Network Electricity Consumption (MWH)	26,731
Percentage of Rivian Charging Network Electricity Consumption Matched with Renewable Electricity	100%
Matched 10,000 miles worth of renewable energy for every R1 sold*	100%

MWH = Megawatt-hours

** Match applies to R1 vehicles sold between January 1, 2025 and December 31, 2025; For every R1 delivered, Rivian purchased 4.8 MWh of renewable energy certificates (RECs) generated from wind and solar projects in the US (based on the average EPA Fuel Economy of 2025 R1 vehicles).*

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Consolidated Statements of Environmental Metrics

(in metric tons carbon dioxide equivalent, unless otherwise noted)

	Year ended December 31,	
	(Base Year) 2022	2025
Emissions from operations		
Scope 1 (direct) emissions[1]	32,220	32,464
Scope 2 (indirect) emissions		
Location-based method ("LBM")	100,325	109,241
Market-based method ("MBM") (see Note 4)	98,086	102,702
Emissions from Operations (scope 1 and scope 2 MBM)	130,306	135,166
Emissions from value chain:		
Scope 3 (indirect) upstream emissions	1,257,871	1,918,834
Scope 3 (indirect) downstream emissions	794,422	1,473,610
Emissions from value chain	2,052,293	3,392,444
Electricity usage (see Note 6)		
Total electricity consumption (MWh)	188,903	299,243
Percentage of electricity procured from renewable energy resources	3.7 %	16.2 %
Renewable electricity matching (see Note 6)		
Rivian charging network electricity usage (MWh)	923	26,731
Percentage matched with renewable electricity	100.0 %	100.0 %

The accompanying notes form an integral part of this statement.

[1] In 2025, 1,026 metric tons of CO_2 were emitted from the combustion of biomass/biofuels

Notes to Consolidated Statement of Environmental Metrics

1 Summary of Business and Significant Accounting Policies

Description of Business

Rivian Automotive, Inc., is an American automotive technology company that develops and manufactures category-defining electric vehicles as well as vertically integrated technologies and services. Through innovation across its electrical architecture, end-to-end software, autonomous driving platform, artificial intelligence, and propulsion, the Company creates vehicles that excel at work and play with the goal of accelerating the global transition to zero-emission transportation and energy. Rivian vehicles are manufactured in the United States and are sold directly to consumer and commercial customers. Whether taking families on new adventures or electrifying fleets at scale, Rivian vehicles all share a common goal — preserving the natural world for generations to come.

The Company's fiscal year ends on December 31. Reference to fiscal 2025, for example, refers to the fiscal year ended December 31, 2025.

Rounding

Figures in the Consolidated Statement of Environmental Metrics and accompanying notes have been rounded to the nearest one.

Basis of Presentation

Scope 1 emissions information has been prepared in accordance with the World Resources Institute (WRI) / World Business Council for Sustainable Development's (WBCSD) The Greenhouse Gas (GHG) Protocol: A Corporate Accounting and Reporting Standard, Revised. Scope 2 emissions information has been prepared in accordance with the WRI/WBCSD GHG Protocol: A Corporate Accounting and Reporting Standard, Revised and the WRI/WBCSD GHG Protocol Scope 2 Guidance: An amendment to the GHG Protocol Corporate Standard. Scope 3 GHG emissions information has been calculated with reference to the WRI/WBCSD Corporate Value Chain (Scope 3), Accounting and Reporting Standard. The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard, Revised, the GHG Protocol Scope 2 Guidance: An amendment to the GHG Protocol Corporate Standard, and the GHG Protocol Corporate Value Chain (Scope 3), Accounting and Reporting Standard are collectively referred to as the "GHG Protocol" in this document. Scope 1, 2, and 3 emissions are presented on a gross basis and calculated independently of any GHG trades such as sales, purchases, transfers, or banking of allowances. Data covers our fiscal year January 1, 2025 through December 31, 2025. All reported data is global and annual unless otherwise specified.

Electricity Usage and Renewable Energy Matching metrics are calculated in accordance with management's criteria (see Note 6). Data covers our fiscal year January 1, 2025 through December 31, 2025. All reported data is global and annual unless otherwise specified.

GHG Emissions Included in Inventory

The following GHGs are included as part of the Company's scope 1 and 2 inventory: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O) and hydrofluorocarbons (HFCs). Other GHGs, including perfluorocarbons (PFCs), nitrogen trifluoride (NF_3), and sulfur hexafluoride (SF_6), are not included in the Company's inventory as they do not generate material scope 1 or scope 2 emissions within the Company's operations.

The Company's scope 3 inventory includes all seven GHGs listed above. The Company does not present all of these gases separately, and instead converts all emissions to carbon dioxide equivalents (CO_2e) for reporting. CO_2 is the only significant greenhouse gas for the Company, making up 95 percent of total emissions (Scope 1, 2 and 3). Other gases, including CH_4, N_2O, and refrigerants make up the remaining 5 percent.

Use of Estimates

The preparation of the Consolidated Statement of Environmental Metrics and accompanying notes requires management to make estimates and assumptions that affect amounts reported. We base these estimates, including methodologies to calculate GHG emissions, on available information and various other assumptions that we believe to be reasonable. Methodologies for reporting environmental metrics may be updated and previously reported metrics may be adjusted to reflect improvement in availability and quality of third-party data, changing assumptions, changes in the nature and scope of our operations and other circumstances.

Environmental and energy use data used in GHG emissions calculations are subject to inherent limitations, given the nature and methods used for measuring such data. The selection by management of a different but acceptable measurement method, input data, or model assumptions, or a different point value within the range of reasonable values produced by the model, could have resulted in materially different amounts or metrics being reported.

2 Organizational and Operational Boundaries

We use the operational control approach to define our organizational boundary, which means that we account for all emissions from operations over which we have control. We define operational control as having the authority to introduce and implement operational policies over an asset, and we report all energy and emissions for Rivian and its subsidiaries' facilities, offices, and other assets under our operational control.

Scope 1

Scope 1 emissions are direct emissions from the combustion of fuel from sources that are inside the organizational boundary and include:

Emissions Source	Rivian Boundary Description
Stationary Combustion	Combustion of natural gas from stationary sources like boilers, generators, regenerative thermal oxidizers occurring within owned and operated facilities. Combustion of other fuels used in manufacturing and service centers including acetylene (welding), diesel and propane (forklifts and portable heaters).
Mobile Combustion	Combustion of fuels from mobile fleet of owned/leased vehicles used for mobile service and final delivery.
On-site renewable energy generation	Electricity produced from owned/operated distributed, on-site generation assets such on rooftop/ canopy solar, wind turbines and other assets where attribute rights are retained.
Fugitive Emissions	Fugitive emissions from refrigerant leaks at owned facilities with active refrigerants; shield gases (CO_2) directly released form welding processes.
Process Emissions	Direct release of CO_2 due to chemical oxidation of volatile organic compounds (VOCs) within regenerative thermal oxidizers.

Scope 2

Scope 2 emissions are indirect emissions from the generation of purchased and consumed electricity or heat from sources outside of the organizational boundary as a result of activities within the organizational boundary, and include:

Emissions Source	Rivian Boundary Description
Rivian Engineering and Service Fleet	Electricity purchased to power owned/operated electric vehicle fleet, regardless of charging location.
Purchased Electricity	Electricity purchased to power all owned and leased facilities, and Rivian's owned and operated network of chargers.
Purchased heat, steam or cooling	Rivian did not purchase heat, steam or cooling during the year ended December 31, 2025.

Scope 3

Indirect value chain emissions include emissions from the Company's upstream or downstream value chain activities. With reference to the WRI/WBCSD Corporate Value Chain (Scope 3) Standard, the Company evaluates the 15 Categories of emissions as follows:

Emissions Source	Rivian Boundary Description
Category 1: Purchased Goods and Services	Upstream Emissions (i.e. cradle-to-gate) from the purchase of products and services used in operations including: the production of battery pack materials and intermediate products, such as battery cells, emissions from the production of vehicle part materials and intermediate products. This category also includes procured services (intangible products) such as consulting services, marketing, legal etc.
Category 2: Capital Goods	Upstream Emissions (i.e. cradle-to-gate) from procurement of machinery and equipment, tooling, buildings, leasehold improvements, or build-outs or modifications made to leased property, and enterprise software and perpetual software licenses and other fixed asset purchases and equipment that are treated as assets on Rivian's financial statements.
Category 3: Fuel- and energy-related emissions not included in Scopes 1or 2	Emissions from fuel and energy related activities encompass all upstream activities required to produce the Rivian's fuels and power. This comprises activities such as the extraction, manufacture, and transportation of fuels utilized in combustion or electricity generation, as well as transmission and distribution losses.
Category 4: Upstream transportation and distribution	Transportation and distribution of products purchased in the reporting year, between Rivian's tier 1 suppliers and Rivian's own operations, as well as transportation services procured for intercompany shipments. Includes outbound logistics of sold products (e.g. vehicles) between Rivian central manufacturing operations and service centers where Rivian pays for the service.
Category 5: Waste generated in operations	Emissions from third-party disposal and treatment of solid waste that is generated from Rivian's owned or controlled operations in the reporting year. Includes both manufacturing scrap waste/ recycling as well as waste/recycling/compost generated from commercial operations.
Category 6: Business travel	Employee business travel, including full time and part time employees, paid for by Rivian. Emissions are calculated from commercial air travel, car rentals, personal car travel, rail travel, rideshare and taxi services. Rivian also calculates emissions from the optional category of hotel bookings.
Category 7: Employee commuting	Emissions resulting from commuting by Rivian employees and contract workers.
Category 8: Upstream leased assets	Rivian includes fuel and electricity emissions from leased assets within the company's direct and indirect emissions (scope 1 and 2) boundary. Therefore this category is not relevant.
Category 9: Downstream transportation and distribution	Transportation of products sold between Rivian's own operations and the end customer via services not directly procured by Rivian.
Category 10: Processing of sold products	Rivian does not sell intermediate products that require further processing, therefore this category is not relevant.
Category 11: Use of Sold Products	Direct use-phase emissions of sold products (consumer and commercial vehicles) including the total expected lifetime emissions from all relevant products sold in the reporting year across Rivian's product portfolio.
Category 12: End-of-life treatment of sold products	Emissions from the waste disposal and treatment of products at the end of their life. This category includes the total expected end-of-life emissions from products sold in the reporting year.
Category 13: Downstream leased assets	Rivian does not lease or sublease any assets to other entities, therefore this category is not relevant.

Emissions Source	Rivian Boundary Description
Category 14: Franchises	Rivian does not operate franchises, therefore this category is not relevant.
Category 15: Investments	Rivian does not have any material investments that are not already included within the company's direct and indirect emissions boundary (scope 1 and 2). Therefore this category is not relevant.

3 Base Year

Fiscal 2022 marked the Company's first full year of manufacturing production. Therefore, the Company has deemed fiscal 2022 as the base year for the Company's emissions data (Scopes 1, 2 and 3). Emissions data is assessed against data from the base year to track and communicate performance.

The emissions base year is subject to recalculation or adjustment should a material change in emissions be identified, including as a result of changes in calculation methodology, changes due to data accuracy, structural changes, and significant organic growth or contraction. The Company has determined that adjustments will be made for changes (individual changes, or the cumulative, aggregated impact of individual changes) impacting prior period results by 5% or more.

As new information becomes available, the Company may revise its estimates, assumptions and emissions factors used to calculate its Scope 1, 2 and 3 emissions and renewable electricity consumption, potentially resulting in refinements to our calculation methodology and/or classification determinations for certain categories. Such changes in methodology may result in material changes to our calculations and may result in prior year reporting, including our base year, to be adjusted. In the event of such an adjustment in future reporting, the change(s) will be highlighted in notes, accompanied by commentary to explain the changes.

4 Emission Factors and Global Warming Potentials

Global warming potentials for each GHG are sourced from the Intergovernmental Panel on Climate Change Sixth Assessment Report, Appendix A: Global Warming Potentials. Emission factors are evaluated for updates on an annual basis. Emissions factors applied by scope are as follows:

Scope 1

The emissions factors used to convert our scope 1 sources of emissions are as follows:

Emission Source Type	Emission Factor Employed
Stationary Combustion & Mobile Combustion	• Environmental Protection Agency (EPA) Emission Factors for Greenhouse Gas Inventories (2025 release) • Department for Environment, Food, and Rural Affairs (DEFRA) (2025 release)
Fugitive Emissions	• IPCC Sixth Assessment Report • California Air Resource Board's report on High-GWP Refrigerants
Process Emissions	• Direct calculation of CO2 release from process

Scope 2

The Company discloses GHG emissions factors using both the location-based methodology (LBM) and the market-based methodology (MBM), in accordance with the GHG Protocol. The LBM quantifies scope 2 emissions based on average energy generation emission factors for defined geographic locations, including local, subnational, or national boundaries whereas the MBM quantifies scope 2 emissions based on GHG emissions emitted by the generators from which the Company contractually purchases electricity bundled with contractual instruments, or contractual instruments on their own. The Company uses select hourly consumed emissions factors where data is available.

The following additional factors are used to calculate scope 2 MBM emissions, in accordance with the GHG Protocol scope 2 MBM Emission Factor Hierarchy:

- Energy attribute certificates obtained from virtual power purchase agreements and other sources;
- Renewable energy procured by entering into contracts with the Company's suppliers to directly procure renewable energy;
- Renewable energy procured as result of rate adjustments or tariffs charged by the Company's utility suppliers for renewable energy products; and
- Residual mix.

Emission Source Type	Emission Factor Employed
Purchased Electricity - LBM	• EPA's Emission & Generation Resource Integrated Database (eGRID2024) (2026 release) • MISO - Ameren Illinois Local Balancing Authority hourly consumed emissions rate (2025 data year) • Department for Environment, Food, and Rural Affairs (DEFRA) (2025 release) • Canada National Inventory Report 1990 - 2022 (2025 release) • International Energy Agency (IEA) Emission Factors for each country's grid (2025 release) • Ecoinvent for each country's grid if not available above (2025 release)
Purchased Electricity - MBM	
Energy Attribute Certificates	Unbundled Renewable Energy Certificate (REC) purchases and Low Carbon Fuel Standard (LCFS) delivered RECs
Utility green tariffs and utility renewable programs	Select applications from Arizona Public Service, Entergy LA, City of Palo Alto and Ava Energy green tariffs
Residual mix	• Green-e residual emission factors for US grids (2025 release) • Association of Issuing Bodies (AIB) residual emission factors for European grids (2025 release) • Location-based EFs are also used to calculate market-based emissions if no other market-based emission factors are available, following the data hierarchy in the GHG Protocol Scope 2 Guidance (Table 6.3)

Scope 3

The following table includes scope 3 GHG emissions based on the recommended categories in the GHG protocol scope 3 guidance that are relevant to the Company's overall GHG emissions (in metric tons CO2e).

	Fiscal year ended December 31,	
	(Base Year) 2022	2025
Upstream scope 3 emissions:		
Category 1: Purchased goods and services	875,929	1,383,855
Category 2: Capital goods	208,528	353,945
Category 3: Fuel and energy related activities	17,702	31,015
Category 4: Upstream transportation and distribution	93,174	82,164
Category 5: Waste generated in operations	8,344	13,977
Category 6: Business travel	27,098	25,175
Category 7: Employee commuting	27,095	28,703
Total upstream scope 3 emissions	1,257,871	1,918,834
Downstream scope 3 emissions		
Category 9: Downstream transportation and distribution	1,777	9,387
Category 11: Use of sold products	790,186	1,450,500
Category 12: End of life treatment of sold products	2,459	13,723
Total downstream scope 3 emissions	794,422	1,473,610
Total scope 3 emissions from value chain	2,052,293	3,392,444

No Scope 3 emissions were calculated using data obtained directly from suppliers. The Company applies the following emission factors and calculation methodology to relevant scope 3 categories:

Emissions Type	Emission Factors Applied	Emissions Calculation Methodology
Upstream scope 3 emissions		
Category 1: Purchased Goods and Services	• Spend-based emission factors from CEDA 2025 • Product-level lifecycle assessment emission factors (cradle-to-gate) per material mass and associated material carbon intensities from Sphera	**Indirect purchased goods and services (spend-based):** Calculated utilizing annual spend with suppliers and CEDA data to convert spending into estimated emissions based on the type of good or service purchased. **Direct materials (average-data):** Emissions from purchased materials for Rivian models are calculated by multiplying the latest LCAs published per vehicle model by the total number of manufactured vehicles per model in the reporting year. The full methodology of upstream value chain emissions quantification is detailed in Rivian vehicle LCA reports. **Service parts and materials (average-data):** Calculated by applying part material mass compositions and associated material carbon intensities to total counts of parts that have entered the service channel in the reporting year.

Emissions Type	Emission Factors Applied	Emissions Calculation Methodology
Category 2: Capital Goods	• Spend-based emission factors from CEDA 2025	Calculated utilizing annual spend on capital goods and CEDA data to convert spending into estimated emissions based on the type of capital goods purchased.
Category 3: Fuel- and energy-related emissions not included in Scopes 1or 2	• EPA Emission Factors for Greenhouse Gas Inventories (2025 release) • DEFRA (2025 release) • eGRID2024 (2026 release) • Canada National Inventory Report (2025 release) • IEA (2025 release) • Ecoinvent (2025 release) • NREL Life Cycle GHG Emissions from Solar PV and J Fundamentals of Renewable Energy App. LCA of Embodied Carbon Emissions from 14 Wind Turbines	Average data method applied to consumption of fuels and electricity in the reporting year. We calculate upstream emissions from purchased fuel, steam, heating, and cooling and emissions from transmission and distribution of steam, heating, and cooling, using EPA and DEFRA Conversion Factors. We calculate emissions from electricity transmission and distribution losses using the EPA eGRID Emission Factors (for the United States), the Canada National Inventory Report (for Canada), and the IEA Emission Factors.
Category 4: Upstream transportation and distribution	• Global Logistics Emissions Council (GLEC) WTW Framework v3.2 • Spend-based emission factors from CEDA 2025	**Inbound Logistics (Hybrid method - distance, location, and spend-based)**: Where our data natively captures both distance traveled (km) and weight (tonne) of the shipment, the shipment mass, distance, and mode of each shipment, applied with the appropriate mass-distance emission factor. Distances and weights along each shipment leg are multiplied by the appropriate mass-distance factor by shipment mode. Where only shipment mass is known, we approximate distance based on location data (postal code or country). Distances and weights along each shipment leg are multiplied by the appropriate mass-distance factor by shipment mode. Where native both weights and distances are not available, we approximate via a spend-based calculation based on the total carrier charge for each shipment- discerning by it's mode of shipment. **Outbound finished vehicle logistics (Distance-based method):** Actual distances and weights along each shipment leg are multiplied by the appropriate mass-distance factor by shipment mode.

Emissions Type	Emission Factors Applied	Emissions Calculation Methodology
Category 5: Waste generated in operations	• EPA GHG Emission Factors Hub (2025 release) • DEFRA (2025 release) • GREET; 2025 battery recycling model	Waste-type-specific method: Weight totals by material and management method multiplied by emission factors for specific waste types and treatment methods. Emissions from employee-generated waste are estimated by calculating monthly onsite headcounts from anonymized personnel data. CalRecycle "Public Administration" benchmarks are applied to determine waste volumes for landfill and recycling streams. These volumes are then converted into CO2 equivalent emissions using region-specific emissions factors from the US EPA or DEFRA, which incorporate both disposal and transport impacts in accordance with the Greenhouse Gas Protocol.
Category 6: Business travel	• Spend-based emission factors from CEDA 2025	GHG emissions stemming from employee business travel are calculated via a spend-based approach using emission factors from CEDA. Total spend activity data is aggregated by mode and spend category via general ledger categorizations and multiplied by relevant spend based emission factors.
Category 7: Employee commuting	• EPA GHG Emission Factors Hub (2025 release) • DEFRA (2025 release) • National Transit Database (NTD) (2024 release) • eGRID2024 (2026 release) • Canada National Inventory Report 1990 - 2022 (2025 release) • IEA (2025 release) • Ecoinvent (2025 release)	Average data method: This category includes emissions from commuting by full time Rivian employees between their homes and their worksites. We calculate this category's emissions to also include teleworking. Emissions from employee commuting are calculated using employee teleworking situations based on anonymized information from our human resource management system. For those employees that work in office (full-time or part-time/ hybrid), commuting method and distance is estimated based on average commute mix and distance, by office location. Average commute mix and distance info is sourced from the US Bureau of Transportation Statistics, US National Household Travel Survey, US Census Bureau commute mode data, UK National Transit Survey, and Numbeo traffic survey data. Commuting distance is then multiplied by the emission factor for each commute-method (e.g., passenger car, rail, bus, motorcycle, scooter, walking, etc.). Emissions from teleworking employees are calculated by estimating home office size and associated electricity, natural gas and other energy use based on regional averages. Resulting energy usage is multiplied by number of days working from home and then by the applicable local electricity, natural gas, or other relevant fuel emission factor. Regional home office sizes are sourced from the 2021 American Housing Survey and 2020 English Housing Survey. Home office electricity, natural gas and other energy usage benchmarks are sourced from the Department of Energy's Building Performance Database and the IEA Energy Efficiency Indicators.
Downstream Scope 3 emissions		
Category 9: Downstream transportation and distribution	• Global Logistics Emissions Council (GLEC) WTW Framework v3.2	Distance-based method: Modeled distances and median vehicles weights are multiplied by the count of vehicles shipped to each delivery service provider (DSP) by route distance from our manufacturing facility in Normal, IL to subsequent DSP locations, before being multiplied by the emission factor for the associated shipment method. Route distances follow Google maps API routing information and median weights of Rivian Commercial Van / Electric Delivery Van shipments are derived from Rivian managed finished vehicle logistics data.

Emissions Type	Emission Factors Applied	Emissions Calculation Methodology
Category 11: Use of Sold Products	• Rivian selects a year-over-year percentage improvement so that changes for sub-national regions (e.g., the eGrid subregions) can be modeled for usage over a vehicle's lifetime • Using a base factor of the country/region electricity grid mix (see Scope 2 emission factors above); we modeled a subsequent 3% improvement per year to each grid region based on the national trend	Operational use phase includes the GHG emissions from electricity consumed by Rivian vehicles over their lifetime. Most of the electricity is used for propulsion, but also includes losses from charging efficiency and passive battery drain. Expected vehicle lifetime is sourced from our internally developed LCAs published per vehicle model. Individual vehicle lifetimes and LCA methodology are detailed in Rivian vehicle LCA reports. Propulsion electricity is determined using the EPA-reported range and the usable battery energy (UBE) for each vehicle. Charging is broken down into the source and type of charging – Level 1, Level 2, direct current fast charging (DCFC). Rivian uses vehicle analytics to determine the share of each charging mode and applies the relevant charging efficiency. When better data is not available, charging efficiencies are assumed to align with EPA-reported efficiencies. 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 operation sources. Location of vehicle charging is determined from vehicle analytics, fleet data, and consumer sales data. The GHG emissions are determined using the Rivian electricity grid projection for each relevant grid region. Projected changes to the grid, including year-over-year improvement rates, are described in the vehicle reports. Via the above methodology, a lifetime charging emissions estimate is derived for each vehicle model which is then multiplied by the number of vehicles sold in the reporting year.
Category 12: End-of-life treatment of sold products	• Product-level lifecycle assessment emission factors (EOL) per material mass from Sphera	Direct materials (waste-type method): Emissions from purchased materials for Rivian models are calculated by multiplying the latest LCAs published per vehicle model by the total number of manufactured vehicles per model in the reporting year. The full methodology of upstream value chain emissions quantification is detailed in Rivian vehicle LCA reports. Rivian considers three EOL 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 is unavailable. Battery cells, tires, and most metals are recycled at the end of life. The carbon footprint of the EOL is found using carbon intensities of incineration and landfilling process by material type. Via the above methodology, an EOL emissions estimate is derived for vehicle model (R1T, R1S, RCV/EDV). That total MTCO2e is then multiplied by the number of vehicles sold in the reporting year.

5 Carbon Credits

In 2025 the Company did not use removal or avoidance credits.

6 Renewable Electricity

Total electricity consumption includes electricity consumed within the organizational boundary (see Note 2). Percentage of global electricity procured from renewable sources is calculated by dividing total electricity procured from renewable energy sources by total electricity consumption. The Company's total global electricity usage includes electricity consumed, measured in MWh, at all global facilities under its operational control.

Rivian charging network electricity usage includes electricity used, measured in MWh, to charge vehicles (Rivian and non-Rivian) on the Rivian Adventure Network (RAN) and Rivian Waypoints Network (RWN). Percentage matched with renewable electricity is calculated by dividing total electricity usage procured from renewable energy sources by total electricity usage.

The Company procures renewable electricity and matches electricity usage with renewable energy via renewable energy contracts including utility renewable energy tariffs, supplier-provided renewable energy, indirect large offsite purchases including virtual power purchase agreements (VPPAs), and unbundled renewable electricity certificate (REC) purchases. All renewable electricity contracts meet GHG Protocol Scope 2 Quality Criteria requirements, and include a mix of solar and wind as the primary energy generation technology.