



Ford

2021 U.S. Political
Engagement

INTRODUCTION

Each year, Ford releases its Political Engagement Report, highlighting the principles that govern our corporate participation in the political process, including disclosure of the company's membership in organizations that contribute to debates on policy issues.

We participate openly and transparently in the political process to support local, state, national, and international policies that are economically, environmentally, and socially sustainable for our company, customers, and communities. Our 119-year history lends important perspective to the policymaking process and guides our collaboration with government partners globally through Ford Government Affairs.

As the only automaker to achieve "Trendsetter" status in the 2021 Center for Political Accountability Zicklin Index, we take pride in our commitment to transparency and continually look for areas of improvement.

As a global company, it is critical that Ford uses its voice to help inform the policies affecting our employees, customers, and shareholders. Ford works with a broad range of coalitions, industry groups, and trade associations in the markets where we operate to leverage our resources effectively on key issues. These connections help the company exchange ideas and collaborate to develop and promote sensible policies that benefit our company, our industry, and society. These organizations often bring diverse viewpoints to the debate, and sometimes their views are not shared by Ford. When necessary, we make our own position clear and take an alternative path.



PURPOSE STATEMENT

"As we work to build the future, a better world for generations to come, we continually are guided by our purpose – to help build a better world, where every person is free to move and pursue their dreams"

IN THIS REPORT

1

Overview of company policies regarding employee political participation.

2

Examination of all U.S. political contributions and lobbying reports.

3

Detailed overview of Ford's memberships in organizations that seek to inform policy.

EMPLOYEE POLITICAL PARTICIPATION

All U.S. employees are encouraged to become engaged in their communities and participate in the political process.

Ford respects the right of each employee to decide if and how to do this using their personal time. The company may grant salaried employees a leave of absence or rearrange work hours to enable employees to run for office and serve as a full or part-time elected official outside work, subject to local laws and work rules. Collective bargaining agreements govern on this issue with respect to hourly employees. Except for administrative expenses associated with the Ford PAC in the U.S., the use of corporate funds to support or oppose the election of any candidate for office is not permitted.



U.S. POLITICAL CONTRIBUTIONS

In general, the company does not take policy positions that are meant specifically to favor one candidate or political party over others.

Ford may, however, contribute to, support, or oppose a state or local ballot proposal if permitted by law and if the Chief Executive Officer believes that the issue is significant to the business. Ford may also contribute corporate funds to Section 527 organizations and 501(c)(4) social welfare organizations, which may engage in political activity in certain circumstances. Details of these kinds of contributions are included in this report.

Ford does not contribute corporate funds directly to candidates, campaigns, or political organizations in the U.S. (including so-called Super PACs), even if the law allows it. Ford's Board of Directors has authorized the company to participate in the political process through voluntary employee and shareholder contributions to the Ford Motor Company Civic Action Fund,

known as the "Ford PAC". The Ford PAC rigorously adheres to state, local, and federal law, and all Federal Election Commission guidelines.

Voluntary contributions to the Ford PAC may be solicited from Ford management, employees, and shareholders who are U.S. citizens or legal permanent residents. Contributions to the PAC are distributed at the discretion of the PAC's Political Contributions Committee, comprised of Ford employees who are PAC donors. Ford's Government Affairs staff, under the direction of the Chief Government Affairs Officer, is the group responsible for PAC administration. Candidates and committees to whom the PAC might contribute are evaluated on a nonpartisan basis and without regard to the private political preferences of any contributor, manager, employee, or shareholder. The PAC makes expenditures in federal, state, and local races deemed relevant to the company, but generally does not contribute to presidential candidates.



The Ford PAC seeks to support candidates and committees that align with six principles, namely those who:

U.S. POLITICAL CONTRIBUTIONS

In 2021, the Ford PAC conducted a review and strengthened the principles used for determining the candidates it supports.

The Ford PAC seeks to support candidates and committees that align with six principles, namely those who: champion manufacturing, mobility, and innovation policies of interest to Ford; represent districts or states with a large Ford presence; participate on a key committee relevant to Ford and/or its partners; serve in a leadership role or show potential as a future leader; maintain a track record of supporting Ford employees and operations; and demonstrate public service consistent with building trust and acting with competence, integrity, and service to others.

The PAC is governed by a set of bylaws that can be viewed by clicking [here](#). Copies of the PAC's filings with the Federal Election Commission, detailing expenditures on federal candidates as required by law, are linked on the next page. State and local contributions are included in the FEC reports.

- 1 Champion manufacturing, mobility, and innovation policies of interest to Ford.
- 2 Represent districts or states with a large Ford presence.
- 3 Participate on a key committee relevant to Ford and/or its partners.
- 4 Serve in a leadership role or show potential as a future leader.
- 5 Maintain a track record of supporting Ford employees and operations.
- 6 Demonstrate public service consistent with building trust and acting with competence, integrity and serving others.

U.S. POLITICAL CONTRIBUTIONS

FORD PAC FEC REPORTS

[February Monthly Report \(2021\)](#)

[March Monthly Report \(2021\)](#)

[April Monthly Report \(2021\)](#)

[May Monthly Report \(2021\)](#)

[June Monthly Report \(2021\)](#)

[July Monthly Report \(2021\)](#)

[August Monthly Report \(2021\)](#)

[September Monthly Report \(2021\)](#)

[October Monthly Report \(2021\)](#)

[November Monthly Report \(2021\)](#)

[December Monthly Report \(2021\)](#)

[Year-End Report \(2021\)](#)

[\(Click to view reports\)](#)

2021 LOBBYING DISCLOSURE ACT REPORTS

[Quarter 1](#)

[Amended Report 1](#)

[Amended Report 2](#)

[Quarter 2](#)

[Quarter 3](#)

[Quarter 4](#)

Ford Expenditures on Ballot Initiatives in 2021

As previously mentioned, Ford may spend corporate funds in support of, or opposition to, a state or local ballot proposal, if such contributions are permitted by law and if the issue is of significant interest or importance to Ford. In 2021, Ford contributed \$150,000 to the Coalition for Fair Legal Fees (California Committee #1442280), sponsored by the Civil Justice Association of California, to support a statewide initiative proposal for the November 2022 ballot in California. This proposed ballot question, which is not proceeding in 2022, would have ensured that victims in civil suits would keep at least 80% of any monetary settlement they win in California courts, limiting attorneys' fees to no more than 20%. Ford believed that this initiative was in the interest of the company and our customers.

Ford Expenditures on Section 527 Organizations

Ford did not contribute to Section 527 organizations in 2021.

Ford Expenditures on 501(c)(4) Organizations

Ford did not contribute to 501(c)(4) organizations in 2021.

Oversight of Political Spending

Ford's Chief Government Affairs Officer has final authority over contributions to Section 527 and 501(c)(4) organizations, 501(c)(6) association memberships, and other political-related spending permitted by company policy. Support for ballot initiative spending requires approval of the Chief Executive Officer. Ford PAC's employee-led Political Contributions Committee oversees PAC spending.

The Nominating and Governance Committee of Ford's Board of Directors has responsibility for evaluating, monitoring, and making recommendations to the full Board with respect to all corporate governance policies and procedures. The Committee annually reviews contributions and membership decisions made by the Company in the following areas:

- 1 *Local, state, federal and international memberships representing affiliations with key coalitions and industry associations supporting the Company's policy agenda, and*
- 2 *Corporate contributions to philanthropic and policy-related organizations supported by the Company.*

COALITIONS AND ASSOCIATIONS

Position Evaluation Criteria

Ford believes that comprehensive, industry-wide policies that protect the environment while promoting technological innovation are critical. Ford advocates for positions which are:

- **Science-based**
- **Sustainable (i.e. address climate change and are aligned with the Paris Agreement)**
- **Market-based (e.g. carbon pricing)**
- **Performance-based and technology agnostic**
- **Harmonized**



Policy Framework

Last year, Ford appointed Steven Croley as chief policy officer and general counsel, a new role which oversees the intersection of sustainability, safety, legal, and privacy with a direct reporting relationship to CEO Jim Farley. Under Croley's direction, a new policy framework and agenda were created to conduct a thorough review of key policy issues pertaining to the company, its plans, and strategies. Among other things, the framework leverages the entire policy team, comprised of:

- **Office of General Counsel**
- **Government Affairs**
- **Sustainability, Environment, and Safety Engineering**
- **Privacy Office**

This structure allows the teams increasingly to function as one, contributing the expertise of their respective professional disciplines, unified throughout the policy organization and at the top through a new Policy Council, chaired by the Chief Policy Officer with input from the Board of Director's Vice Chair for Policy. This formalized structure allows for a more thorough review process regarding policy issues and lobbying activities.

Ford conducts internal reviews of associations' lobbying positions, including any discrepancies with our positions, and our actions in response. The results of this review are shared with management. If an association's position does not align with our criteria, we respond appropriately, at times advocating for our position independently.



COALITIONS AND ASSOCIATIONS

Climate Change

Ford is an automotive industry leader in addressing climate change. Our strategy is to build momentum around a comprehensive, market-based solution to lower emissions and demonstrate leadership through our actions. We believe there is strength and value in using memberships in our trade associations and coalitions to move these organizations toward positions more aligned with Ford's views on climate. This helps us develop and promote policies that benefit our customers, company, industry, and society. As a member of these groups, we make our positions known and collaborate with others.

Ford is the only full-line U.S. automaker committed to doing its part to reduce CO₂ emissions in line with the Paris Climate Agreement and working with California for stronger vehicle greenhouse gas standards. We are committed to achieve carbon neutrality worldwide across our vehicles, facilities, and suppliers no later than 2050, and we have set out a strategic path to accelerate our progress, backed by science-based targets.

DID. YOU. KNOW?

Ford is committed to being fully carbon neutral worldwide across our vehicles, facilities, and suppliers by 2050, and aspire to 50% electric vehicle sales by 2030.

At COP26, the UN Climate Summit in November 2021, Ford joined RouteZero, a global coalition working towards all sales of new cars and vans being zero emission vehicles by 2040 globally, and no later than 2035 in leading markets to curb global warming. Ford joined with more than 50 businesses, cities and regions committed to rapidly accelerating the transition to zero-emission vehicles to achieve the goals of the Paris Agreement. Signatories also committed to “supporting a global, equitable and Just Transition so that no country or community is left behind.”

This builds on our previous commitments to President Biden's agenda to reduce greenhouse gas emissions in the United States by 50-52% by 2030, have 50% of our global sales volume EVs by 2030, the UN's Business Ambition Pledge for 1.5°C, and to the New Deal for Europe initiative to devise a comprehensive Sustainable Europe 2030 Strategy. We've also joined the U.S. Department of Energy's Better Climate Challenge to reduce greenhouse gas emissions from our facilities by at least half in the same timeframe.

By participating actively, we shape policy and drive the industry to change, as we are doing – for example, to encourage groups to align with our progressive climate change strategy.

Addressing climate change is a global issue that no company, country or organization can achieve on its own. It will require collaboration to drive progress. We will continue to work with partners in the public and private sector to show our leadership and advocate for stronger greenhouse gas emission standards, climate resiliency, Just Transition and infrastructure that help remove obstacles and build the market for electric vehicles. This includes our work with the Climate Leadership Council, the Center for Climate and Energy Solutions Business and the Environmental Leadership Council.

FORD MOTOR COMPANY MEMBERSHIP ALIGNMENT

Ford maintains membership in several organizations that are involved with climate and sustainability issues. A list of major organizations and a description of Ford's alignment, where applicable, with their policy priorities is included below.

Alliance for Automotive Innovation

MISSION	CLIMATE CHANGE POSITION	WHERE WE ALIGN
<p>A broad coalition of automotive manufacturers and suppliers operating in the U.S., representing manufacturers producing nearly 99 percent of cars/ light trucks sold in the U.S. Its focus is on creating a safe and transformative path for sustainable industry growth, working on regulatory and policy matters at the federal and state level that impact the light-duty vehicle market.</p>	<p>The industry has consistently called for year-over-year fuel economy and greenhouse gas improvements.</p> <p>Automakers need a policy environment that reduces GHG, improves fuel economy and accelerates the transition to electrified vehicles.</p> <p>Looking to the future, we need policies that support a customer-friendly shift toward electrified technologies.</p>	<p>Ford pressed Auto Innovators to be supportive of EPA's GHG rule finalized late last year and Biden Administration's Electrification goals of 40 to 50% ZEV by 2030.</p> <p>Ford's position within the Alliance is consistent with our public view that a comprehensive standards including California provides the best path forward to accelerate the ICE to BEV transition, reduce carbon emissions and meet customer needs and expectations.</p>

American Automotive Policy Council

MISSION	CLIMATE CHANGE POSITION	WHERE WE ALIGN
<p>Although primarily focused on trade issues and the common public policy interests of its member companies – Ford, General Motors, and Stellantis N.V. – AAPC also engages on a broad range of related technology, safety, fuels and fuel economy issues and pursues regulatory harmonization with other markets around the world.</p>	<p>AAPC, coordinating with Ford, GM, and Stellantis, is taking a comprehensive, all-inclusive approach to “going green.” Combining innovation, engineering and ingenuity, U.S. automakers have implemented environmentally friendly measures from the start of production to the final sale of the vehicle.</p>	<p>Ford continues to promote alignment with U.S. standards in global export markets to ensure harmonization with fuel economy and safety initiatives. When an economy-wide carbon pricing initiative gains traction, AAPC will advocate for inclusion of a carbon border adjustment that will encourage other countries to implement similar climate policies and level the playing field for U.S. manufacturers.</p>

FORD MOTOR COMPANY MEMBERSHIP ALIGNMENT

National Association of Manufacturers

MISSION	CLIMATE CHANGE POSITION	WHERE WE ALIGN
<p>NAM's work is centered around the success of the more than 12.8 million people who make things in America, and is focused on four values: free enterprise, competitiveness, individual liberty and equal opportunity.</p>	<p>NAM has called on Congress to address climate change. NAM testified before the House Subcommittee on Environment & Climate Change and shared what the manufacturing sector is doing to reduce emissions. Over the past decade, manufacturers have reduced the carbon footprint of their products by 21 percent while increasing their value to the economy by 18 percent.</p>	<p>Ford continues to highlight the importance of climate change at NAM and pursuing a more progressive stance through:</p> <ul style="list-style-type: none"> • Product actions (e.g., 40-50% electric by 2030, \$50B investment through 2026 for electrification, continuing to electrify iconic brands like Mustang, F-150, E-Transit) • Facilities (zero air emissions, and use of 100% renewable energy for all manufacturing plants) • Internal/external advocacy of an economywide carbon pricing policy

U.S. Chamber of Commerce

MISSION	CLIMATE CHANGE POSITION	WHERE WE ALIGN
<p>The U.S. Chamber of Commerce is the world's largest business organization, representing the interests of more than three million businesses of all sizes, sectors, and regions. Ford is primarily engaged with the Chamber as part of its Institute of Legal Reform and with respect to its international outreach efforts.</p>	<p>The Chamber stands with every American seeking a cleaner, stronger environment — for today and tomorrow. The Chamber recognizes that our climate is changing, and humans are contributing to these changes. Inaction is simply not an option, and American businesses will play a vital role in creating innovative solutions to protect our planet.</p>	<p>Ford continues to highlight the importance of climate change at the Chamber:</p> <ul style="list-style-type: none"> • Product actions (e.g., 40-50% electric by 2030, \$50B investment through 2026 for electrification, continuing to electrify iconic brands like Mustang, F-150, E-Transit) • Internal/external advocacy of an economywide carbon pricing policy • Joint advocacy on intellectual property initiatives to support ongoing U.S. research and development on advanced vehicle and battery technologies

FORD MOTOR COMPANY MEMBERSHIP ALIGNMENT

Climate Leadership Council / Americans for Carbon Dividends

MISSION	CLIMATE CHANGE POSITION	WHERE WE ALIGN
<p>An international policy institute founded in collaboration with a who's who of business, opinion and environmental leaders to promote a carbon dividends framework as the most cost-effective, equitable, and politically viable climate solution. If the CLC plan is enacted into law, U.S. carbon dioxide emissions would be cut in half by 2035 while providing all families a carbon dividend of approximately \$2,000 per year.</p>	<p>CLC advocates for a specific carbon fee/dividend solution with the following elements:</p> <ul style="list-style-type: none"> • A gradually increasing carbon fee (\$40 per ton increasing every year at 5% above inflation) • Carbon dividends for all American families (approximate \$2000 dividend in first year) • Regulatory simplification (but vehicle fuel economy and GHG programs would continue) • Border carbon adjustment to ensure companies do not move emissions overseas 	<p>Ford is actively engaged in educating members of Congress on a growing group of businesses and NGOs working towards the meaningful solutions needed to achieve significant reductions in GHG emissions. Ford believes that comprehensive, industry-wide policies that protect our environment in the near term and promote technological innovation are critical. A carbon border adjustment will encourage other countries to implement similar policies by leveling the playing field for U.S. manufacturers. Ford has participated in multiple outreach initiatives with senior-level executives and Government Affairs staff, including the Senate Climate Caucus.</p>

CEO Climate Dialogue

MISSION	CLIMATE CHANGE POSITION	WHERE WE ALIGN
<p>The CEO Climate Dialogue is a “principle-based” organization, not wedded to a specific solution (e.g., carbon tax, cap and trade, etc.). Instead, it advocates that the President and Congress put in place a long-term federal policy as soon as possible to protect against the worst impacts of climate change.</p>	<p>The CCD supports legislation aligned with its 6 guiding principles:</p> <ol style="list-style-type: none"> 1. Significant: Reduce U.S. greenhouse gas emissions 80% or more by 2050 2. Effective: Focus on outcomes, not specific resources or technologies 3. Market-based: An economy-wide price on carbon via carbon tax or cap and trade 4. Durable and responsive: Well designed and stable policies that deliver predictable results 5. Do no harm: Support the competitiveness of the U.S. economy 6. Promote equity: Provide transparency and promote affordability while distributing costs and benefits to promote equity 	<p>Ford is proud to be the first automaker to join the CEO Climate Dialogue and looks forward to exchanging ideas as we work with lawmakers to shape climate policy. Ford continues to highlight the need for a comprehensive market-based solution. We believe this will be necessary to achieve reductions needed for net-zero carbon emissions by 2050.</p>

FORD MOTOR COMPANY MEMBERSHIP ALIGNMENT

Engine Manufacturers Association

MISSION	CLIMATE CHANGE POSITION	WHERE WE ALIGN
<p>The Truck and Engine Manufacturers Association (EMA) represents worldwide manufacturers of internal combustion engines and on-highway medium- and heavy-duty trucks. EMA works with government and industry to help the nation achieve its goals of cleaner air and safer highways and to ensure that environmental and safety standards and regulations are technologically feasible, cost-effective, and provide safety and environmental benefits.</p>	<p>Better fuel efficiency is a key customer demand in the commercial vehicle sector, and our members continuously work to introduce better and more efficient technologies and systems into the marketplace. Because improved efficiency also results in lower greenhouse gas emissions, engine and truck manufacturers' efforts to improve fuel efficiency for our customers align well with the overall goals of the regulation proposed today.</p>	<p>We both support continuous reduction to GHG emissions from heavy duty vehicles while maintaining their capability and one national standard. Ford supports introduction of heavy-duty ZEV technologies as they become feasible.</p>

Electric Drive Transportation Association

MISSION	CLIMATE CHANGE POSITION	WHERE WE ALIGN
<p>The Electric Drive Transportation Association (EDTA) is a trade association promoting battery, hybrid, plug-in hybrid and fuel cell electric drive technologies and infrastructure. They conduct public policy advocacy, education, industry networking, and conferences that engage industry, academia, policymakers and the public. EDTA's membership includes the entire electric drive value chain, including vehicle, battery and component manufacturers, electricity providers, and smart grid and infrastructure developers. Collectively, our members are developing and deploying technologies that advance the electrification of transportation.</p>	<ul style="list-style-type: none"> • Achieving net-zero emissions transportation for all Americans is a critically important goal that requires a comprehensive effort across multiple sectors of the economy to electrify transportation • U.S. leadership in this effort to electrify transportation will secure our economic future while driving innovation that reduces emissions, creates jobs and boosts investment opportunities in our communities and across all segments of the economy • To secure our leadership, the U.S. should implement an aggressive five-year plan that catalyzes growth with significant, long-term investments in market expansion and accelerates technology development and deployment for cross-sector adoption of e-mobility 	<p>EDTA is aligned with Ford on the need to accelerate the ICE to BEV transition where we are aligned on for extending/expanding EV incentives including consumer tax credit, commercial incentives for BEV, EV charging, investment tax credit for US facilities for BEV components like batteries.</p>

COALITIONS AND ASSOCIATIONS

Other Coalitions and Associations

In addition to the above groups dealing with issues of climate change and emissions, Ford is a member of numerous groups that advocate on other U.S. policy issues impacting the company, listed in the table below.



Ford 2021 Dues to Coalitions and Associations that Informed Federal and State Policy

USD RANGE	COALITION
\$1 million or more	<ul style="list-style-type: none"> Alliance for Automotive Innovation (18% = % of nondeductible dues) American Automotive Policy Council (16% = % of nondeductible dues)
\$500,000-999,999	<ul style="list-style-type: none"> None
\$100,000-499,999	<ul style="list-style-type: none"> 5G Automotive Association (0% = % of nondeductible dues) American Financial Services Association (40% = % of nondeductible dues) Americans for Carbon Dividends (30.6% = % of nondeductible dues) Autonomous Vehicle Industry Association (20% = % of nondeductible dues) Business Roundtable (60% = % of nondeductible dues) Coalition for Future Mobility (0% = % of nondeductible dues) Engine Manufacturers Association (0 = % of nondeductible dues) National Association of Manufacturers (20% = % of nondeductible dues) U.S. Chamber of Commerce (25% = % of nondeductible dues)
\$50,000-99,999	<ul style="list-style-type: none"> American Property & Casualty Insurance Association (57% = % of nondeductible dues) Detroit Regional Chamber of Commerce (6% = % of nondeductible dues) Intelligent Transportation Society of America (0% = % of nondeductible dues) Michigan Manufacturers Association (25% = % of nondeductible dues)
\$25,000-49,999	<ul style="list-style-type: none"> CalSTART (0% = % of nondeductible dues) Electric Drive Transportation Association (52% = % of nondeductible dues) Illinois Chamber of Commerce (20% = % of nondeductible dues) Partnership for Transportation Innovation and Opportunity (15% = % of nondeductible dues)

Ford is a member of various tort reform groups and technical/research forums nationally that are not the subject of this report. This report does not include all organizations or associations Ford supports under a threshold of \$25,000 annually.

This report is based on good-faith efforts to collect and compile relevant information. If Ford becomes aware of any incorrect information or any inadvertent omissions, Ford will amend this report to address the error or omission in a future posting.

APPENDIX #1

[Ford Motor Company Civic Action Fund Bylaws](#)

APPENDIX #2

[Ford Corporate Code of Conduct](#)

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We see reporting as an ongoing, evolving process. We invite your feedback on the contents of this report at fgovernm@ford.com or click the button below.