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Stellantis annonce un chiffre d'affaires net et des ventes pour le premier trimestre 2024 reflétant la transition vers de nouveaux produits

- **Chiffre d'affaires net de 41,7 milliards d'euros, en baisse de 12 % par rapport au premier trimestre 2023, principalement lié à un volume de ventes en baisse et des effets de mix et de change défavorables, partiellement compensé par des prix nets légèrement positifs**
- **Ventes consolidées⁽¹⁾ à 1 335 milliers d'unités, en baisse de 10 %, reflétant des actions sur la production et la gestion des stocks pour préparer une vague de nouveaux produits au deuxième semestre 2024, par rapport à des ventes robustes au premier trimestre 2023 pour constituer des stocks à la suite d'une période prolongée de contraintes d'approvisionnement.**
- **Stock total de véhicules neufs de 1 393 milliers d'unités (Stock de l'entreprise à 423 milliers d'unités) au 31 mars 2024, reflétant une amélioration de la structure et des niveaux de stocks par rapport à décembre 2023**
- **Les ventes mondiales de BEV et de LEV ont augmenté respectivement de 8 % et 13 % par rapport au premier trimestre 2023 ; poursuite de l'accélération avec le lancement de nouveaux BEV tout au long de 2024**
- **Dividende ordinaire de 1,55 € par titre (en hausse de 16 % par rapport à l'année précédente) approuvé lors de l'Assemblée Générale Annuelle, à verser aux actionnaires le 3 mai 2024**
- **Rachat d'actions de 3 milliards d'euros en bonne voie pour être achevé en 2024**

« Même s'il est difficile de comparer les résultats du premier trimestre 2024 avec ceux de l'exercice précédent en raison des transitions dans notre portefeuille de nouveaux produits conçus sur de nouvelles plateformes, nous accomplissons des progrès incontestables dans certains domaines commerciaux clés. Nous réduisons les stocks afin de renforcer la solidité de nos prix relatifs en vue de la nouvelle offensive produits à venir cette année dans les régions clés. Au cours du premier trimestre 2024, nous avons commercialisé quatre nouveaux modèles sur 25 prévus cette année dont 18 modèles BEV. Nous pourrions ainsi ouvrir la voie à une amélioration significative de notre croissance et de notre rentabilité au deuxième semestre. »

Natalie Knight, CFO



Alfa Romeo Junior

Données non vérifiées. Se référer à la section « Déclarations prospectives » incluse dans le présent document.



AMSTERDAM, le 30 avril 2024 - Stellantis N.V. annonce aujourd'hui un chiffre d'affaires net et des ventes pour le premier trimestre 2024 qui reflète les actions menées en matière de production et les stratégies de gestion des stocks visant à préparer la prochaine vague de nouveaux produits.

Les ventes aux clients sont restées inchangées par rapport à l'année précédente, avec croissance au Moyen-Orient et en Afrique (+23% en glissement annuel) et en Europe élargie (+6% en glissement annuel). Les ventes mondiales de BEV ont augmenté de 8 % et les ventes de PHEV en Amérique du Nord ont augmenté de 79 % en glissement annuel. Jeep® Wrangler, Jeep® Grand Cherokee et Dodge Hornet ont été les trois PHEV les plus vendus aux États-Unis.⁽⁴⁾ Les véhicules utilitaires Stellantis Pro One ont pris la première place sur la région Afrique - Moyen-Orient, avec 26 % de parts de marché, poursuivant ainsi leur objectif d'atteindre la première place sur le marché mondial d'ici 2027. En ce qui concerne les ventes de BEV en UE30, Stellantis Pro One occupe également la première place avec 33 % de parts de marché.

Les principales réalisations de l'entreprise dans le cadre du plan stratégique Dare Forward 2030 sont les suivantes :

ENGAGEMENT :	TECH	VALUE
<ul style="list-style-type: none"> • Partenariat avec le California Air Resources Board (CARB) permettant de réduire de 10 à 12 millions de tonnes les émissions de gaz à effet de serre aux États-Unis et d'intensifier l'engagement de Stellantis en faveur de l'électrification par le biais d'actions de communication sur les avantages des véhicules électriques, d'un développement des infrastructures de recharge et d'une formation des distributeurs. • Redistribution, suite aux résultats record pour l'année 2023, de 1,9 milliard d'euros aux collaborateurs en 2024, soit un total de 6 milliards d'euros depuis 2021. • Réalisation en février de la troisième enquête collaborateurs à l'échelle mondiale, visant à améliorer l'expérience de travail et le bien-être en général. Près de 162 000 employés ont répondu à l'enquête, soit un taux de participation de 71 %, en hausse de 8 points. • Encourager les jeunes à participer à des actions de développement professionnel par le biais de : <ul style="list-style-type: none"> ◦ Le « Battery Workforce Challenge », géré par le laboratoire national d'Argonne pour le département de l'Énergie des États-Unis, demande à des équipes d'imaginer, fabriquer, tester et intégrer un pack de batteries avancé pour le Ram ProMaster EV. ◦ Le concours « Drive for Design », organisé par l'équipe de design de Stellantis North America, invite les lycéens à créer le véhicule de leur rêve pour 2040. • Dans le cadre d'une politique d'engagement plus large avec les parties prenantes, Carlos Tavares, CEO de Stellantis, a assisté à la deuxième édition annuelle du « Freedom of Mobility Forum » portant sur le thème : « Comment notre planète répondra-t-elle aux besoins de mobilité de 8 milliards de personnes ? ». Il était 	<ul style="list-style-type: none"> • Lancement de trois véhicules électriques : Fiat Topolino, Maserati Grecale Folgore et Ram ProMaster EV ; planning de lancement maintenu. • Démarrage de la production de modules de propulsion électrique conçus et fabriqués en interne à Indiana Transmission (États-Unis). Les modules de 250 kW de densité de puissance, les plus puissants de leur catégorie, seront installés dans les prochains véhicules conçus sur la plateforme STLA Large (Dodge, Jeep, Alfa Romeo, Chrysler, etc.). • Début de la production de cellules et de modules avec les partenaires ACC en Europe. LG Energy et Samsung SDI suivront. Les composants des batteries seront assemblés pour former des packs batteries à haute densité énergétique. Stellantis a conçu et fabriqué des packs batteries d'une capacité de 80 à 120 kWh. • Extension de la production, en interne, de véhicules à pile à combustible à hydrogène pour les fourgons de moyenne et grande taille à Hordain (France) et à Gliwice (Pologne). Sa gamme élargie et la hausse de la production en interne, à l'échelle industrielle, de fourgons à pile à combustible renforcent la position de Stellantis Pro One en tant que leader incontesté sur le secteur des VUL en Europe. • Poursuite du perfectionnement des systèmes de propulsion traditionnels : <ul style="list-style-type: none"> ◦ Démarrage de la production du tout nouveau moteur diesel propre Multijet 4.0 de 2,2 L (compatible Euro 6e et 7) à l'usine de Pratola Serra (Italie). ◦ Par le biais de la coentreprise eTransmissions Assembly, lancement de la production d'une transmission à double embrayage électrifiée à Turin (Italie) afin d'alimenter la prochaine génération de véhicules hybrides de la marque Stellantis. • Adoption rapide des progrès de l'IA générative dans la R&D et les services à forte valeur ajoutée pour les clients. En R&D, l'IA pour la simulation a été déployée, améliorant considérablement la précision et la rapidité des phases de simulation et d'essai. Grâce à cette nouvelle méthode, Stellantis peut améliorer plus de 300 fois l'évaluation aérodynamique et réduire les coûts de 85 % ; des dizaines de nouveaux systèmes d'IA supplémentaires à venir en 2024. • Premier constructeur à intégrer ChatGPT de série, en commençant par le déploiement du nouveau compagnon de voyage sur l'ensemble de la gamme DS, suivi par Peugeot sur son système emblématique i-Cockpit®, avec des projets d'extension à l'ensemble du portefeuille des marques de Stellantis. • Création de la première plateforme de cockpit virtuel au monde dans le cadre du Stellantis Virtual Engineering Workbench, permettant aux équipes d'ingénieurs de fournir des technologies d'infotainment aux clients grâce à des cycles de développement et des boucles de retour d'information accélérées. • Lancement de MyTasks, un outil inédit pour les gestionnaires de flotte qui permet de communiquer en temps réel, d'assigner des tâches et de mettre à jour le statut des conducteurs sur le terrain via le système d'infotainment du véhicule. • Acquisition d'un système d'intelligence artificielle, de modèles d'apprentissage automatique, de droits de propriété intellectuelle et de brevets de CloudMade, un développeur de solutions automobiles intelligentes et innovantes basées sur le big data, afin de soutenir le développement à moyen terme de la plateforme STLA SmartCockpit. • Investissements stratégiques de Stellantis Ventures : <ul style="list-style-type: none"> ◦ SteerLight : développe une technologie de détection LiDAR très performante et peu coûteuse améliorant les systèmes d'aide avancés à la conduite. ◦ Tiamat : développe et commercialise une technologie de batterie 	<ul style="list-style-type: none"> • Annonce d'un plan d'investissement record pour l'Amérique du Sud d'un montant total de 5,6 milliards d'euros (30 milliards de R\$) entre 2025 et 2030 pour soutenir le lancement de plus de 40 nouveaux produits au cours de cette période ainsi que le développement de nouvelles technologies Bio-Hybrides, de technologies de décarbonation innovantes au sein de la chaîne d'approvisionnement automobile, et de nouvelles opportunités commerciales stratégiques. • Signature de deux accords portant sur des flottes de véhicules : <ul style="list-style-type: none"> ◦ Au cours des trois prochaines années, SIXT pourrait acheter jusqu'à 250 000 véhicules pour sa flotte de location dans les pays où elle est implantée en Europe et en Amérique du Nord. ◦ Au cours des trois prochaines années également, Ayvens encouragera ses filiales à acheter jusqu'à 500 000 véhicules pour sa flotte de location à long terme en Europe. • Lors de l'Assemblée Générale Annuelle des actionnaires du 16 avril 2024, approbation d'un dividende annuel de 4,7 milliards d'euros (1,55 € par action), qui sera versé le 3 mai 2024. • Exécution en cours de la première tranche de 1,0 milliard d'euros du programme de rachat d'actions de 3,0 milliards d'euros, qui devrait s'achever en juin. • En bonne voie pour offrir un rendement total du capital en 2024 de plus de 7,7 milliards d'euros, représentant un rendement de 11 % en pourcentage de la capitalisation boursière de Stellantis au 1er janvier 2024.



OBJECTIFS ET PERSPECTIVES : L'entreprise renouvelle son engagement d'atteindre un résultat opérationnel courant minimum à deux chiffres pour 2024, ainsi qu'un free cash flow industriel positif malgré les incertitudes macroéconomiques.

Un webcast et une conférence téléphonique en direct sont programmés le 30 avril 2024 à 14 h 00 CEST / 8 h 00 EDT pour présenter les volumes de vente et le chiffre d'affaires de Stellantis au premier trimestre 2024. Le webcast et le replay seront accessibles dans la section « Finance » du site Internet de Stellantis www.stellantis.com. Les documents de présentation associés seront publiés dans la section « Finance » du site Internet Stellantis vers 08 h 00 CEST / 2 h 00 EDT, toujours le 30 avril 2024.

ÉVÉNEMENTS À VENIR : Investor Day - 13 juin 2024 ; Résultats du premier semestre 2024 - 25 juillet 2024 ; Volumes de vente et chiffre d'affaires du 3e trimestre - 31 octobre 2024

Stellantis Reports Q1 2024 Net Revenues and Shipments Reflecting New Product Transition

- Net revenues of €41.7 billion, down 12% compared to Q1 2023 primarily due to volume, mix and foreign exchange headwinds, partly offset by firm net pricing
- Consolidated shipments⁽¹⁾ of 1,335 thousand units, down 10%, reflecting production actions and inventory management to prepare for new product wave in H2 2024 compared with strong shipments in Q1 2023 to build inventory following a prolonged period of supply constraints
- Total new vehicle inventory of 1,393 thousand units (Company inventory of 423 thousand units) at March 31, 2024, reflecting improving level and structure versus December 2023
- Global BEV and LEV sales increased by 8% and 13%, respectively, versus Q1 2023; ongoing global focus with new BEVs launching throughout 2024
- Ordinary dividend of €1.55 per share (16% increase versus prior year) approved at AGM to be paid to shareholders on May 3, 2024
- €3.0 billion share buyback on track for 2024 completion

"While Q1 2024 year-over-year shipments and Net revenues comparisons were difficult due to transitions in our next generation product portfolio manufactured on new platforms, we are delivering clear improvements in key commercial dynamics with customer sales outpacing shipments. We are reducing inventories to reinforce our strong relative pricing ahead of our new or mid-cycle product launches this year in key regions. During Q1 2024, we have introduced four new models out of our full-year launch plan of 25 models, including 18 BEV nameplates, which we believe sets the stage for materially improved growth and profitability in the second half of the year."

Natalie Knight, CFO



Alfa Romeo Junior

RESULTS FROM CONTINUING OPERATIONS				FY 2024 GUIDANCE - CONFIRMED
	Q1 2024	Q1 2023	Change	
Combined shipments (000 units)	1,371	1,538	(11)%	
Consolidated shipments (000 units)	1,335	1,476	(10)%	
Net revenues (€ billion)	41.7	47.2	(12)%	

Revenue backdrop: Supportive
 AOI Margin⁽²⁾: Double digit minimum commitment
 Industrial Free Cash Flows⁽³⁾: Positive

All reported data is unaudited. Reference should be made to the section "Safe Harbor Statement" included elsewhere within this document.



AMSTERDAM, April 30, 2024 - Stellantis N.V. today reported first quarter 2024 Net revenues and shipments reflecting production actions and inventory management strategies to prepare for the upcoming new product wave. Sales to customers were unchanged from prior year, with growth in Middle East & Africa (up 23% year-over-year) and Enlarged Europe (up 6% year-over-year). Global BEV sales were up 8% and North America PHEV sales were up 79% year-over-year. Jeep® Wrangler, Jeep® Grand Cherokee and Dodge Hornet were the top three most sold PHEVs in the U.S.⁽⁴⁾ Stellantis Pro One commercial vehicles achieved market share leadership in the Middle East & Africa region in the quarter with 26% market share, while maintaining its No. 1 position in both EU30 and South America, on its quest to achieve global market leadership by 2027. In EU30 BEV sales, Pro One also takes the top spot with 33% market share.

The Company's key achievements toward the Dare Forward 2030 strategic plan include:

CARE	TECH	VALUE
<ul style="list-style-type: none"> Announced partnership with California Air Resources Board that avoids 10-12 million metric tons of greenhouse gases in the U.S. and enhances ongoing commitment to strengthen Stellantis' electrification offensive by promoting electric vehicle awareness, expanding charging infrastructure and driving dealer readiness. Redistributed €1.9 billion to employees in 2024, totaling €6 billion since 2021, based on record 2023 Full Year results. Conducted third global employee survey in February as part of the continuous listening approach to improve overall working experience and well-being. Nearly 162,000 employees responded - a 71% participation rate, an 8-point increase compared to prior year. Engaged young people in career development actions through: <ul style="list-style-type: none"> Battery Workforce Challenge, managed by Arqonne National Laboratory for the U.S. Department of Energy, challenging teams to design, build, test and integrate an advanced battery pack for Ram ProMaster EV. Drive for Design contest, hosted by the Stellantis North America design team, invited high school students to create their dream vehicle for 2040. As part of a broader stakeholder engagement plan, Stellantis CEO Carlos Tavares was joined by four internationally known experts and students from three universities in France, Morocco and the U.S. for the second annual Freedom of Mobility Forum to debate "How will our planet accommodate the mobility needs of eight billion people?" 	<ul style="list-style-type: none"> Introduced three BEVs: Fiat Topolino, Maserati Grecale Folgore, Ram ProMaster EV: launch plan maintained. Started production of in-house designed and manufactured electric drive modules at Indiana Transmission (U.S.). Class-leading power density 250kw units will be installed in upcoming STLA Large vehicles (Dodge, Jeep, Alfa Romeo, Chrysler, etc). Began cell and module production with battery partner ACC in Europe. LG Energy Solution and Samsung SDI to follow. Battery components will be assembled into high-energy density, Stellantis-designed and manufactured battery packs ranging from 80 to 120 kWh in size. Expanded in-house production of hydrogen fuel cell vehicles on both mid-size and large vans in Hordain (France) and Gliwice (Poland). Fuel cell van extended lineup and increased in-house, industrial-scale production cements Pro One standing as undisputed commercial vehicles leader in Europe. Further refining traditional propulsion systems: <ul style="list-style-type: none"> Started production of the all-new 2.2L Multijet 4.0 clean diesel engine (Euro 6e and 7 compatible) at Pratola Serra (Italy) plant. Through the eTransmissions Assembly joint venture launched electrified dual-clutch transmission production in Turin (Italy) to help power next-generation, Stellantis-brand hybrids. Quickly adopting advancements in generative AI in R&D and customer value-added services. In R&D, deployed AI for simulation, which significantly enhanced accuracy and speed in the simulation and testing phases. With new method, Stellantis can improve aerodynamic assessment by more than 300 times and reduce cost by >85%; dozens of additional AI systems to come in 2024. First OEM to integrate ChatGPT functionality as standard, starting with deployment of new travel assistant across entire DS brand range, followed by Peugeot in its iconic i-Cockpit® system, with plans to extend across the Stellantis portfolio. Created the world's first virtual cockpit platform as part of Stellantis Virtual Engineering Workbench enabling engineering teams to deliver infotainment tech to customers quicker through faster development cycles and feedback loops. Launched MyTasks, an industry-first tool for fleet managers enabling real-time communication, task assignment and status updates with drivers in the field via the vehicle's infotainment unit. Acquired artificial intelligence framework, machine learning models, intellectual property rights and patents of CloudMade, a developer of smart, innovative big data-driven automotive solutions to support mid-term development of STLA SmartCockpit. Stellantis Ventures strategic investments: <ul style="list-style-type: none"> SteerLight: developer of high-performance, low-cost LiDAR tech, which has the potential to improve advanced driver assistance systems. Tiamat: develops and commercializes sodium-ion battery tech at a lower cost per kilowatt-hour and free of lithium and cobalt. 	<ul style="list-style-type: none"> Announced record investment plan for South America totaling €5.6 billion (R\$30 billion) from 2025 to 2030 to support the launch of more than 40 new products during the period as well as the development of new Bio-Hybrid technologies, innovative decarbonization technologies across the automotive supply chain, and strategic new business opportunities. Signed two fleet agreements: <ul style="list-style-type: none"> SIXT could buy up to 250,000 vehicles for its rental fleet in its corporate countries across Europe and North America over the next three years. Ayvens will encourage affiliates to buy up to 500,000 vehicles for its long-term leasing fleet across Europe over the next three years. At the Shareholders' Annual General Meeting on April 16, 2024, €4.7 billion annual dividend approved (€1.55 per share), to be paid on May 3, 2024. On-going execution of €3.0 billion share buyback program. On track to deliver total capital returns in 2024 over €7.7 billion, representing an 11% yield as a percentage of Stellantis market capitalization on January 1, 2024.

GUIDANCE AND OUTLOOK: The Company is reiterating a minimum commitment of double-digit Adjusted operating income (AOI) margin in 2024, as well as positive Industrial free cash flow, despite macroeconomic uncertainties.

On April 30, 2024 at 2:00 p.m. CEST / 8:00 a.m. EDT, a live webcast and conference call will be held to present Stellantis' First Quarter 2024 Shipments and Revenues. The webcast and recorded replay will be accessible under the Investors section of the Stellantis corporate website at www.stellantis.com. The presentation material is expected to be posted under the Investors section of the Stellantis corporate website at approximately 8:00 a.m. CEST / 2:00 a.m. EDT on April 30, 2024.

UPCOMING EVENTS: Investor Day - June 13, 2024; First Half 2024 Results - July 25, 2024; Third Quarter Shipments & Revenues - October 31, 2024

Refer to page 5 for an explanation of the items referenced on this page and market and industry information

SEGMENT PERFORMANCE

NORTH AMERICA

	Q1 2024	Q1 2023	Change	
Shipments (000s)	407	509	(102)	<ul style="list-style-type: none"> Shipments down 20%, due largely to portfolio transitions, including refreshed Ram 1500 and new Dodge Charger, partly offset by growth in Jeep Wagoneer, which more than doubled
Net revenues (€ million)	19,291	22,772	(3,481)	<ul style="list-style-type: none"> Net revenues down 15%, due to lower volumes and negative FX translation effects; partly offset by positive nameplate mix and net pricing from carryover actions and reduced incentive spend

ENLARGED EUROPE

	Q1 2024	Q1 2023	Change	
Shipments (000s)	615	657	(42)	<ul style="list-style-type: none"> Shipments down 6%, due to inventory reduction efforts with lower volumes mainly of Peugeot 3008, for which new model will ramp in Q2 2024, Fiat 500 and Opel Mokka, partly offset by growth in Jeep Avenger, Fiat Ducato & Panda and Citroën C3
Net revenues (€ million)	14,051	16,106	(2,055)	<ul style="list-style-type: none"> Net revenues down 13%, due to decreased volumes, higher buyback commitments due to improving rental car business, lower LEV mix and negative net pricing

MIDDLE EAST & AFRICA

	Q1 2024	Q1 2023	Change	
Combined shipments (000s) ⁽¹⁾	154	131	+23	<ul style="list-style-type: none"> Consolidated shipments up 42%, led by ramp up in Algerian market, mostly from Fiat; Citroën shipments also grew substantially, led by C4 X
Consolidated shipments (000s) ⁽¹⁾	118	83	+35	<ul style="list-style-type: none"> Net revenues up 24%, strong underlying and pricing trends partially offset by negative FX translation effects, mainly from Turkish lira, and lower mix
Net revenues (€ million)	2,687	2,166	+521	

SOUTH AMERICA

	Q1 2024	Q1 2023	Change	
Shipments (000s)	177	191	(14)	<ul style="list-style-type: none"> Shipments down 7%, mostly from lower Fiat and Peugeot volumes, despite strong growth of Ram volumes
Net revenues (€ million)	3,466	3,523	(57)	<ul style="list-style-type: none"> Net revenues down 2%, pricing increases and growth in parts & services revenues due to acquisitions, more than offset by devaluation in FX translation effects from the Argentine peso and lower volumes

CHINA AND INDIA & ASIA PACIFIC

	Q1 2024	Q1 2023	Change	
Combined shipments (000s) ⁽¹⁾	15	42	(27)	<ul style="list-style-type: none"> Consolidated shipments down 46%, mainly driven by Peugeot, Jeep, Citroën and RAM due to challenging market and economic conditions and increasing competition
Consolidated shipments (000s) ⁽¹⁾	15	28	(13)	<ul style="list-style-type: none"> Net revenues down 46%, driven by decreased shipments due to challenging market and economic conditions and negative FX translation effects
Net revenues (€ million)	525	981	(456)	

MASERATI

	Q1 2024	Q1 2023	Change	
Shipments (000s)	3.3	8.4	(5.1)	<ul style="list-style-type: none"> Shipments down 61%, mostly due to Grecale and Levante volumes in North America, as well as the impact of inventory reduction initiatives
Net revenues (€ million)	313	691	(378)	<ul style="list-style-type: none"> Net revenues down 55%, mix improvements more than offset by lower volumes and negative FX translation effects

Reconciliations

Net revenues from external customers to Net revenues

2024	(€ million)	NORTH AMERICA	ENLARGED EUROPE	MIDDLE EAST & AFRICA	SOUTH AMERICA	CHINA AND INDIA & ASIA PACIFIC	MASERATI	OTHER ^(*)	STELLANTIS
Net revenues from external customers		19,290	13,985	2,687	3,476	524	312	1,423	41,697
Net revenues from transactions with other segments		1	66	—	(10)	1	1	(59)	—
Net revenues		19,291	14,051	2,687	3,466	525	313	1,364	41,697

(*) Other activities, unallocated items and eliminations

2023	(€ million)	NORTH AMERICA	ENLARGED EUROPE	MIDDLE EAST & AFRICA	SOUTH AMERICA	CHINA AND INDIA & ASIA PACIFIC	MASERATI	OTHER ^(*)	STELLANTIS
Net revenues from external customers		22,772	16,087	2,166	3,547	979	692	992	47,235
Net revenues from transactions with other segments		—	19	—	(24)	2	(1)	4	—
Net revenues		22,772	16,106	2,166	3,523	981	691	996	47,235

(*) Other activities, unallocated items and eliminations



NOTES

- (1) Combined shipments include shipments by Company's consolidated subsidiaries and unconsolidated joint ventures, whereas Consolidated shipments only include shipments by Company's consolidated subsidiaries. Figures by segments may not add up due to rounding. China shipments from DPCA are no longer included in Combined shipments as of November 2023; prior periods have not been restated.
- (2) Adjusted operating income/(loss) excludes from Net profit/(loss) adjustments comprising restructuring and other termination costs, impairments, asset write-offs, disposals of investments and unusual operating income/(expense) that are considered rare or discrete events and are infrequent in nature, as inclusion of such items is not considered to be indicative of the Company's ongoing operating performance, and also excludes Net financial expenses/(income) and Tax expense/(benefit). Unusual operating income/(expense) are impacts from strategic decisions, as well as events considered rare or discrete and infrequent in nature, as inclusion of such items is not considered to be indicative of the Company's ongoing operating performance. Unusual operating income/(expense) includes, but may not be limited to: impacts from strategic decisions to rationalize Stellantis' core operations; facility-related costs stemming from Stellantis' plans to match production capacity and cost structure to market demand, and convergence and integration costs directly related to significant acquisitions or mergers.
- (3) Industrial free cash flows is our key cash flow metric and is calculated as Cash flows from operating activities less: (i) cash flows from operating activities from discontinued operations; (ii) cash flows from operating activities related to financial services, net of eliminations; (iii) investments in property, plant and equipment and intangible assets for industrial activities; (iv) contributions of equity to joint ventures and minor acquisitions of consolidated subsidiaries and equity method and other investments; and adjusted for: (i) net intercompany payments between continuing operations and discontinued operations; (ii) proceeds from disposal of assets and (iii) contributions to defined benefit pension plans, net of tax. The timing of Industrial free cash flows may be affected by the timing of monetization of receivables, factoring and the payment of accounts payables, as well as changes in other components of working capital, which can vary from period to period due to, among other things, cash management initiatives and other factors, some of which may be outside of the Company's control.
- (4) Per S&P Global February '24 year-to-date vehicle registrations (most current data available)

Rankings, market share and other industry information are derived from third-party industry sources (e.g. Agence Nationale des Titres Sécurisés (ANTS), Associação Nacional dos Fabricantes de Veículos Automotores (ANFAVEA), Ministry of Infrastructure and Sustainable Mobility (MIMS), S&P Global, Ward's Automotive) and internal information unless otherwise stated.

For purposes of this document, and unless otherwise stated industry and market share information are for passenger cars (PC) plus light commercial vehicles (LCV), except as noted below:

- Enlarged Europe excludes Russia and Belarus; Q1 2023 figures have been restated;
- Middle East & Africa exclude Iran, Sudan and Syria;
- South America excludes Cuba;
- India & Asia Pacific reflects aggregate for major markets where Stellantis competes (Japan (PC), India (PC), South Korea (PC + Pickups), Australia, New Zealand and South East Asia);
- China represents PC only and includes licensed sales from DPCA; and
- Maserati reflects aggregate for 17 major markets where Maserati competes and is derived from S&P Global data, Maserati competitive segment and internal information.

Prior period figures have been updated to reflect current information provided by third-party industry sources.

EU30 = EU 27 (excluding Malta), Iceland, Norway, Switzerland and UK.

Low emission vehicles (LEV) = battery electric (BEV), plug-in hybrid (PHEV), range-extender electric vehicle (REEV) and fuel cell electric (FCEV) vehicles.

All Stellantis reported BEV and LEV sales include Citroën Ami, Opel Rocks-e and Fiat Topolino; in countries where these vehicles are classified as quadricycles, they are excluded from Stellantis reported combined sales, industry sales and market share figures.

About Stellantis

Stellantis N.V. (NYSE: STLA/ Euronext Milan: STLAM/ Euronext Paris: STLAP) is one of the world's leading automakers aiming to provide clean, safe and affordable freedom of mobility to all. It's best known for its unique portfolio of iconic and innovative brands including Abarth, Alfa Romeo, Chrysler, Citroën, Dodge, DS Automobiles, FIAT, Jeep®, Lancia, Maserati, Opel, Peugeot, Ram, Vauxhall, Free2move and Leasys. Stellantis is executing its Dare Forward 2030, a bold strategic plan that paves the way to achieve the ambitious target of becoming a carbon net zero mobility tech company by 2038, with single-digit percentage compensation of the remaining emissions, while creating added value for all stakeholders. For more information, visit www.stellantis.com. Contacts: communications@stellantis.com or investor.relations@stellantis.com



SAFE HARBOR STATEMENT

This document, in particular references to “FY 2024 Guidance”, contains forward looking statements. Statements regarding future financial performance and the Company’s expectations as to the achievement of certain targeted metrics, including revenues, industrial free cash flows, vehicle shipments, capital investments, research and development costs and other expenses at any future date or for any future period are forward-looking statements. These statements may include terms such as “may”, “will”, “expect”, “could”, “should”, “intend”, “estimate”, “anticipate”, “believe”, “remain”, “on track”, “design”, “target”, “objective”, “goal”, “forecast”, “projection”, “outlook”, “prospects”, “plan”, or similar terms. Forward-looking statements are not guarantees of future performance. Rather, they are based on the Company’s current state of knowledge, future expectations and projections about future events and are by their nature, subject to inherent risks and uncertainties. They relate to events and depend on circumstances that may or may not occur or exist in the future and, as such, undue reliance should not be placed on them.

Actual results may differ materially from those expressed in forward-looking statements as a result of a variety of factors, including: the Company’s ability to launch new products successfully and to maintain vehicle shipment volumes; changes in the global financial markets, general economic environment and changes in demand for automotive products, which is subject to cyclicality; the Company’s ability to successfully manage the industry-wide transition from internal combustion engines to full electrification; the Company’s ability to offer innovative, attractive products and to develop, manufacture and sell vehicles with advanced features including enhanced electrification, connectivity and autonomous-driving characteristics; the Company’s ability to produce or procure electric batteries with competitive performance, cost and at required volumes; the Company’s ability to successfully launch new businesses and integrate acquisitions; a significant malfunction, disruption or security breach compromising information technology systems or the electronic control systems contained in the Company’s vehicles; exchange rate fluctuations, interest rate changes, credit risk and other market risks; increases in costs, disruptions of supply or shortages of raw materials, parts, components and systems used in the Company’s vehicles; changes in local economic and political conditions; changes in trade policy, the imposition of global and regional tariffs or tariffs targeted to the automotive industry, the enactment of tax reforms or other changes in tax laws and regulations; the level of governmental economic incentives available to support the adoption of battery electric vehicles; the impact of increasingly stringent regulations regarding fuel efficiency requirements and reduced greenhouse gas and tailpipe emissions; various types of claims, lawsuits, governmental investigations and other contingencies, including product liability and warranty claims and environmental claims, investigations and lawsuits; material operating expenditures in relation to compliance with environmental, health and safety regulations; the level of competition in the automotive industry, which may increase due to consolidation and new entrants; the Company’s ability to attract and retain experienced management and employees; exposure to shortfalls in the funding of the Company’s defined benefit pension plans; the Company’s ability to provide or arrange for access to adequate financing for dealers and retail customers and associated risks related to the operations of financial services companies; the Company’s ability to access funding to execute its business plan; the Company’s ability to realize anticipated benefits from joint venture arrangements; disruptions arising from political, social and economic instability; risks associated with the Company’s relationships with employees, dealers and suppliers; the Company’s ability to maintain effective internal controls over financial reporting; developments in labor and industrial relations and developments in applicable labor laws; earthquakes or other disasters; and other risks and uncertainties.

Any forward-looking statements contained in this document speak only as of the date of this document and the Company disclaims any obligation to update or revise publicly forward-looking statements. Further information concerning the Company and its businesses, including factors that could materially affect the Company’s financial results, is included in the Company’s reports and filings with the U.S. Securities and Exchange Commission and AFM.