Commercial Vehicles

Sustainability Review

ID. Buzz and ID. Buzz Cargo

ID. Buzz Pro short wheelbase: power consumption combined 21.1-19.1 kWh/100 km; CO_2 emissions combined 0 g/km; CO_2-class: A.
Information on consumption, CO_2 emissions and CO_2 classes, shown in ranges, depends on the selected vehicle equipment.

Vehicle images show optional equipment.

Dear Ladies and Gentlemen,
Dear Customers,

We are delighted to present the ID. Buzz and ID. Buzz Cargo – the first fully electric and fully connected vehicles from Volkswagen Commercial Vehicles. The two models do not only impress with their iconic design, which is reminiscent of the original and much-loved camper van, and with their high level of functionality, but they also represent our brand's commitment to sustainable mobility.

To actively shape climate-conscious mobility, it is critical to regard all phases of a vehicle's life cycle. The life cycle starts with the production phase of the ID. Buzz. We are continuously reducing the CO_2-emissions generated during the production phase. During the vehicle's usage phase, you yourselves have the greatest leverage for avoiding CO_2-emissions: by charging the vehicle with green electricity. We are also there to support you with sustainable charging solutions. And we have already thought about the third phase of recycling (end-of-life), too.

Moreover, our sustainability activities encompass more than the reduction of emissions. Social aspects – such as responsible raw material sourcing for our vehicle projects – must be implemented not only in accordance with the applicable framework conditions, but also in a spirit of partnership and fairness.

See for yourselves where we stand today with the ID. Buzz and ID. Buzz Cargo.
Enter with us the age of fully connected and climate-conscious electric mobility.

Yours sincerely,

Dr. Lars Krause
Executive Vice President Sales and Marketing
Volkswagen Commercial Vehicles

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Sustainability Review

ID. Buzz and ID. Buzz Cargo

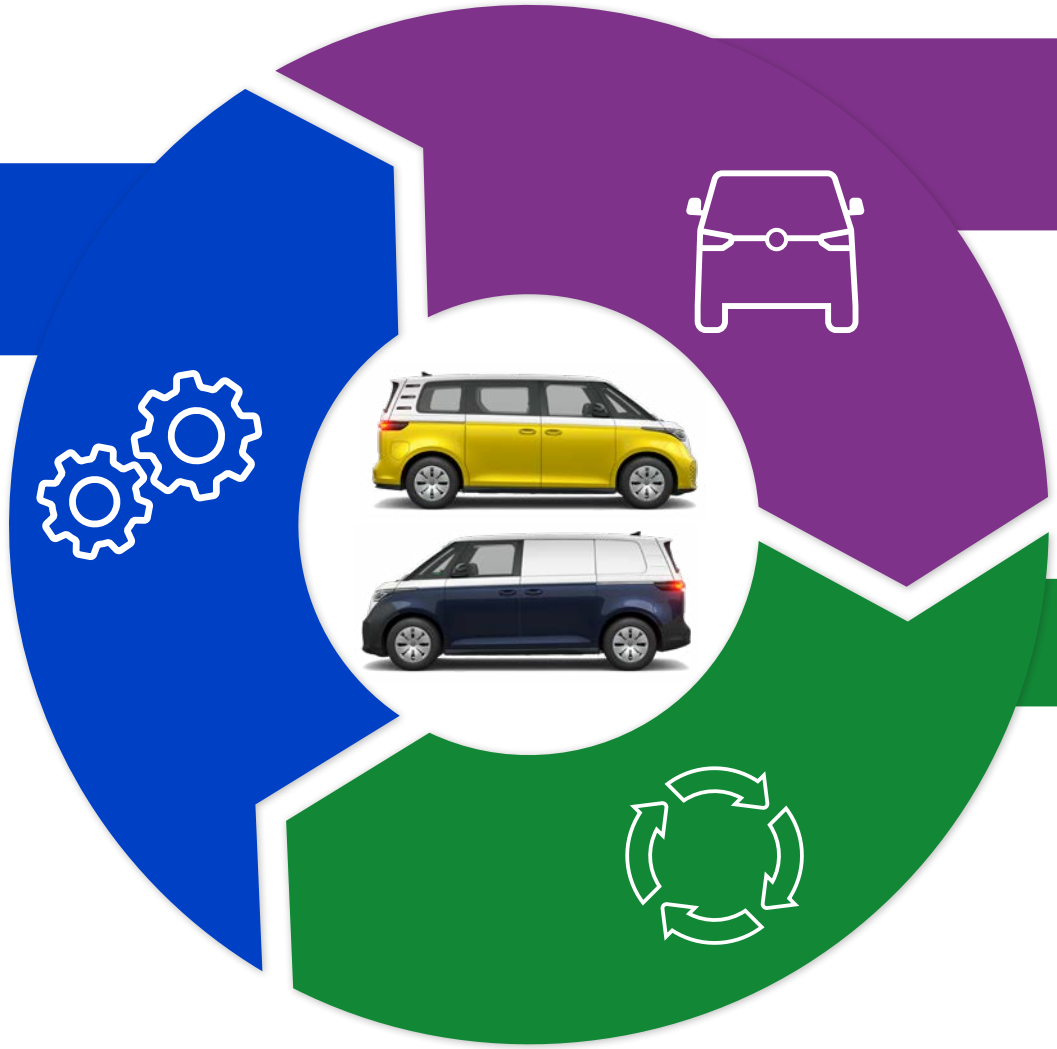
A new generation of mobility is here: the innovative ID. Buzz. The ID. Buzz is Volkswagen's first fully electric commercial vehicle: multifunctional, connected and completely re-interpreted. Furthermore, the ID. Buzz and the ID. Buzz Cargo set standards in terms of sustainability throughout their entire life cycle.

Production phase [1]

What can Volkswagen do today to have a positive impact on the production phase?

1. **Responsible purchasing of raw materials**
More information on page 5

2. **Use of recycled materials instead of virgin raw materials**
More information on page 6



Use phase

What can Volkswagen do to design an as sustainable use phase as possible? And what can customers do?

3. **Optimised aerodynamics**
More information on page 7

4. **Good air in the ID. Buzz**
More information on page 7

5. **Climate-conscious use of the ID. Buzz through green electricity**
More information on page 7

6. **Lower noise emissions**
More information on page 7

End-of-life phase

How recyclable is the ID. Buzz?

7. **Second life for the high-voltage battery**
More information on page 8

8. **High recyclability of the battery**
More information on page 8

9. **Recycling in vehicle construction**
More information on page 8

[1] Also contains supply chains and manufacturing.
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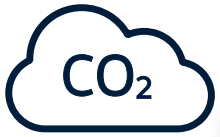
Vehicle images show optional equipment.

CO_2-Balance

The life cycle assessment analysis calculates the global warming potential according to DIN EN ISO standard 14040/44 and takes into account several tens of thousands of processes in the production phase. The environmental balance of the ID. Buzz has been audited and certified by TÜV Nord in Germany.

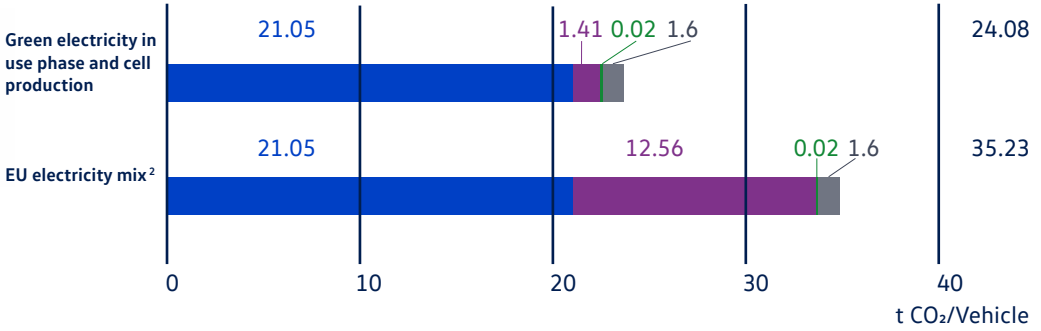
Even when only using green electricity during the use phase, the CO_2-balance does not equate zero. Why is this?
Small amounts of CO_2 are generated during the installation of power plants for the generation of renewable energy.

Why does the CO_2-balance in the production phase differ between the upper and lower bars?
The upper bar takes into account the reduction of CO_2-emissions due to the use of green electricity in cell production.

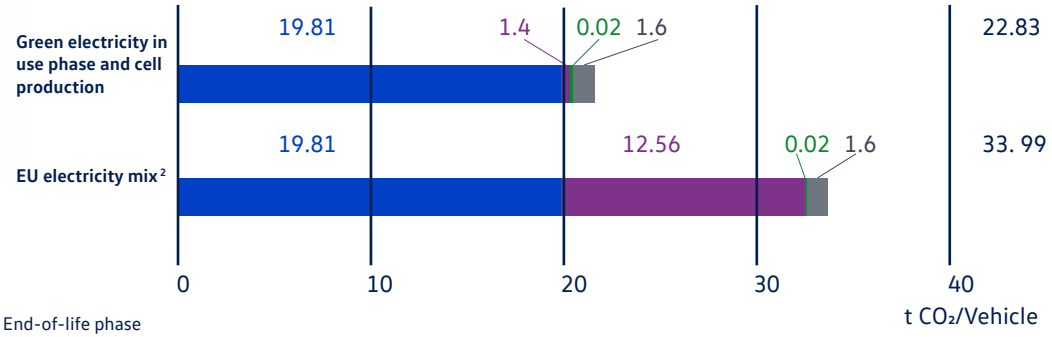


The CO_2-balance in the **use phase** is significantly influenced by the person in charge of the charging: The higher the proportion of green electricity used for charging, the lower is the CO_2-balance of the charged electricity.
Find out more on page 7.

Complete CO_2-emissions by life cycle phase: ID. Buzz 150 kW 82 kWh (gross) (model year 2024)[1]



Complete CO_2-emissions by life cycle phase without considering offsets: ID. Buzz Cargo 150 kW 82 kWh (gross) (model year 2024)[1]



ID. Buzz Pro short wheelbase: power consumption combined 21.1-19.1 kWh/100 km; CO_2 emissions combined 0 g/km; CO_2-class: A. Information on consumption, CO_2 emissions and CO_2 classes, shown in ranges, depends on the selected vehicle equipment.

Vehicle images show optional equipment.

[1] The CO_2-balance shown here is the result of a life cycle assessment analysis of the ID. Buzz and ID. Buzz Cargo. The life cycle assessments were carried out for a specific configuration and can only represent an approximate value. This analysis was audited and certified by TÜV Nord in Germany on 12th December 2025.
[2] Reference year 2020

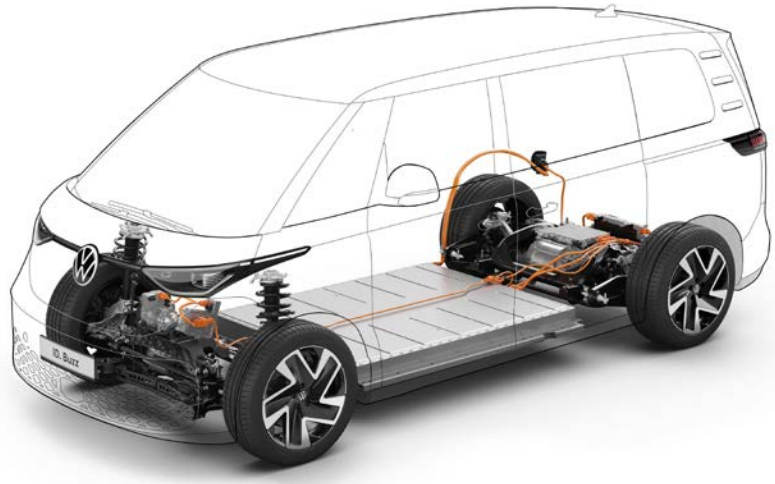
Producing the high-voltage battery

The high-voltage battery represents a key component of the ID. Buzz. The use of high-voltage batteries often raises questions about raw material sourcing and CO_2-emissions in the production phase.

Ensuring responsible raw material sourcing for the high-voltage battery

The goal of Volkswagen Group's procurement is to identify and effectively address sustainability risks in the supply chains for all relevant products. The implemented Responsible Supply Chain System (ReSC) aims to proactively avoid or minimise social or environmental risks and corruption along the Volkswagen Group's supply chain based on a systematic risk analysis. It can help to eliminate violations and continuously improve the sustainability performance of suppliers. For direct business relationships, the Sustainability Rating – known as the "S-Rating" – was introduced as a key measure from 2019 onwards. This S-Rating is used to assess the sustainability performance of the relevant suppliers and to reveal opportunities for continuous improvement. A management system for 16 priority raw materials was implemented in 2021 to identify, assess and reduce sustainability risks in upstream supply chains. As part of this, Volkswagen Group Procurement is working with battery suppliers in the battery supply chain to carry out mappings and audits based on the OECD Guideline. Volkswagen Group Procurement is supported by an external service provider validated by the "Responsible Minerals Initiative". In 2022, the Volkswagen Group joined the "Initiative for Responsible Mining Assurance" with the intention of introducing the initiative's standards in the battery supply chain.

More information on responsible raw materials sourcing can be found here.



CO_2-balance of the production phase

- The CO_2-balance of an electric vehicle is significantly influenced by the high-voltage battery, which accounts for around 40 percent of the total CO_2-balance. This is due to the energy-intensity when manufacturing the battery from raw materials.

- Volkswagen Commercial Vehicles ensures that battery cell production for the ID. Buzz and ID. Buzz Cargo uses green electricity. This helps to reduce the CO_2-balance of the ID. Buzz and ID. Buzz Cargo by about one ton of CO_2 compared to battery cell production using the EU electricity mix.

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Vehicle shows optional equipment.

Sustainable materials

Seat covers and floor mats made from recycled materials

Recycled materials are used for **some seat covers, floor mats** and the **decorative headliner** of the ID. Buzz. For example, there is a fabric made from SEAQUAL™ yarn, whose threads are made from about 10 percent collected marine plastics and about 90 percent recycled polyester. Also, the Group's first "Art-Velours ECO" seat cover in the ID. Buzz consists up to 75 percent recycled material.

The top layer of the **floor mats** is also made of a velour, which is made from 100 percent recycled polyester.

Bags in the ID. Buzz Cargo

Four optional bags are attached to the side panel trim. The bags are made from 100 percent recycled polyester. The origin of the material is certified by the manufacturer and indicated on the bags.

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Vehicle images show optional equipment.

Green electricity for the use phase

Volkswagen also takes on responsibility for the availability of additional green electricity. Drivers are advised to charge the ID. models using green electricity whenever possible. This is relevant for various different charging scenarios in which solutions are already available. There is for example, Volkswagen Naturstrom®[1], which is certified by TÜV Nord in Germany, available from the Group subsidiary Elli and which delivers green electricity right to the home charging station.

Green electricity at **home**

The ID. Buzz can be charged at home with electricity from the building's own photovoltaic system or with green electricity from an energy provider. In many European countries, Volkswagen dealers refer to respective local offers. In Germany, Elli supplies electricity from 100 percent renewable energies to Volkswagen Naturstrom customers. The Volkswagen Naturstrom[1] Connect tariff provides monetary incentives to charge when there is a particularly large amount of green electricity in the grid. This green electricity can be charged for example by use of the wallbox ID. Charger[1].

How to get Volkswagen Naturstrom: Volkswagen Naturstrom (elli.eco)

Green electricity **for charging at public spaces**

Through the Volkswagen charging service We Charge[1], customers can also access various charging providers while on the road, many of which already use green electricity today. For example, IONITY is a provider of high-power charging (DC charging at 150 kW or more) in public space and offers only green electricity in Germany. IONITY builds, operates and continuously expands its own charging network, consisting of charging parks with multiple charging stations along highways in 24 European countries.

Your route to We Charge: Ladelösungen | Volkswagen Nutzfahrzeuge (volkswagen-nutzfahrzeuge.de)

Projects to expand **renewable energy use**

Green power is not always available wherever you go. We assume that 60 percent of charging power demand is already covered by renewable energies. To ensure that additional wind energy and solar power capacity receives financing, Volkswagen Commercial Vehicles is working on specific projects with the energy industry, and is supporting projects to generate additional green electricity. This includes, among other projects, two photovoltaic plants in the Spanish city of Tordesillas, with a total annual capacity of around 74 million kilowatt hours. Not far from Valladolid in the Castile and León region, a total of 100,000 modules are turning sunlight into power on a site covering more than 18 hectares.

[1] Volkswagen Naturstrom® is a proprietary brand of VW AG. A service provided by Elli Mobility GmbH.

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Did you know?

- An air duct in front of the front wheels and a closed underbody **optimise the aerodynamics** of the ID. Buzz.

- The use of **allergen filters with activated charcoal** in air conditioning units of the ID. Buzz ensures good air in the vehicle interior. A special feature is a polyphenol coating, which is an anti-inflammatory natural product found in many plants.

- Due to the electric drive in the ID. Buzz, **exterior noise and interior noise are significantly lower than with a normal combustion engine.** As a result, people outside the vehicle generally only hear the rolling noise of the tires besides wind noise and the legally required minimum noise for electric vehicles, which is generated by a sound generator. These minimum noises are required by law to warn other road users when the vehicle is moving.

Vehicle images show optional equipment.

Recyclability of the ID. Buzz
including the high-voltage battery

The end-of-life phase that follows a long period of use was regarded during the development of the ID. Buzz, too. One focus area is the recycling of the high-voltage battery. Sustainable handling of the high-voltage battery is ensured above all by three cornerstones: firstly, servicing – should a defect occur during the use phase –, secondly, applications during the battery's "second life" and finally, responsible recycling.

Refined repair concept for high-voltage battery

The high-voltage battery in the ID. Buzz has been developed for a long service life. However, if despite this a technical defect should occur in a component, it is not necessary to replace the entire high-voltage battery. In this case, the repair concept allows the battery to be repaired at a qualified service partner. This saves resources.

The "second life" of the high-voltage battery

After high-voltage batteries have been deployed in electric vehicles like the ID. Buzz, their residual capacity is regularly more than sufficient for other applications. High-voltage batteries can receive a "second life" – as battery storage for regenerative energy or as part of larger battery storage systems for industrial purposes. This means that high-voltage batteries from electric vehicles like the ID. Buzz are only recycled after several years of use in their second life.

Recyclability of the high-voltage battery

High-voltage batteries such as those in the ID. Buzz contain many raw materials that can be recycled and used in new battery modules. Recycling raw materials reduces the potentially negative environmental impact of additional raw material mining and enables the gradual development of a circular economy. Building a circular economy also has positive effects from a societal point of view if it leads to a transparent supply chain. Volkswagen Group Components is working on precisely these issues related to battery recycling.

Recycling in vehicle construction

Material cycles should be self-contained and the raw materials used should be reused in new products once the ID. Buzz reaches the end of its useful life. For this reason, care was taken during development of the ID. Buzz to select materials that can be recycled and to design the vehicle in such a way that it can be dismantled easily.

Further information:

Service | Volkswagen Comercial Vehicles:
volkswagen-nutzfahrzeuge.de

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Frequently asked questions and answers

This page contains answers to a number of questions on the sustainability of the ID. Buzz and ID. Buzz Cargo.

Production phase

How much CO_2 is emitted during the production and delivery phases of the ID. Buzz and ID. Buzz Cargo?

Currently, about 20.29 t (ID. Buzz Cargo) and 21.53 t (ID. Buzz) of CO_2 are generated respectively. This takes into account the supply chain, manufacturing, logistics and initial charging of the battery before the vehicle is handed over to customers.

Use phase

How much CO_2 is emitted when using the ID. Buzz and ID. Buzz Cargo?

How much CO_2 is emitted when using electric vehicles depends largely on how users charge their vehicles. Namely, it is critical whether an electric vehicle is charged with green electricity or an electricity mix of renewable and fossil energies. If the vehicle is charged exclusively with green electricity, almost no CO_2-emissions are generated. This holds true for the ID. Buzz and ID. Buzz Cargo, too. Furthermore, Volkswagen cooperates specifically with the energy industry to promote projects that generate additional green electricity.

Production phase

How are human rights respected in the production of the ID. Buzz and ID. Buzz Cargo?

Several materials used in high-voltage battery are currently regarded as high-risk raw materials. Volkswagen takes its responsibility very seriously and has established appropriate processes and management systems to respect human rights along the supply chain. To this end, a raw material management system has been introduced for example. This management system helps to avoid potential risks in a consistent manner and to prevent violations of human rights.

End-of-life phase

Can the ID. Buzz and ID. Buzz Cargo be recycled?

The Volkswagen Group pursues the vision of an integrated circular economy. Therefore, when developing new vehicles, Volkswagen pays attention to recyclability. High recycling rates can also already be achieved for high-voltage batteries at the pilot recycling plant in Salzgitter, Germany.

Production phase

Which sustainable materials are used in the ID. Buzz and ID. Buzz Cargo?

The ID. Buzz and the ID. Buzz Cargo feature many material highlights with a high recycled content. This means that fewer new raw materials need to be used. For example, the material for some seat covers is made from 90 percent polyester and 10 percent marine plastics.

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Definitions

CO_2

CO_2 is the abbreviation for the greenhouse gas carbon dioxide. In this brochure, the abbreviation CO_2 is used as a proxy for all greenhouse gases. The life cycle assessment on page 6 includes all greenhouse gases; these are expressed as CO_2-equivalents (CO_2e).

DC-charging

The abbreviation “DC” stands for “direct current”. Hence, the ID. Buzz draws direct current in DC charging. DC charging equates fast charging at over 22 kW, for example at a public charging station. In contrast, the abbreviation “AC” stands for “alternating current”. During AC charging, the ID. Buzz draws alternating current. AC charging equates slower charging at up to 11 kW for the ID. Buzz, for example at a home wallbox, such as the ID. Charger.[1]

High Power Charging

High-power charging represents charging processes at a minimum of 150 kW for example at a charging station on the highway.

Life cycle assessment

To enable a carbon-optimised production phase, our experts have to precisely identify how much CO_2 is emitted. The emitted CO_2 can be identified by life cycle assessment. Experts use this ISO-standardised method to analyse each individual component and ascertain the effect that a vehicle has on the environment over the course of its entire life cycle – from raw material extraction, to manufacturing, assembly and the use phase of the vehicle, through to recycling of the materials (end-of-life phase). Several impact categories are examined. One of these is CO_2-emissions and a very small proportion of other gases which are converted into so-called CO_2-equivalents. This measurement unit makes it possible to compare the effect of all greenhouse gases on the climate. For each processing step of a component, emissions are determined using special software based on standardised average values. When it comes to manufacturing steps that are particularly energy-intensive, such as battery cell production, we use specific data provided by our respective supplier, instead of mean values. This procedure is also identified as a specific life cycle assessment. This shows exactly which impact the measures implemented have – and how much CO_2 actually must be offset. The results of the life cycle assessment are verified and certified by an independent body.

Green electricity

Green electricity is electricity from renewable sources, for example wind power and solar energy.

Recycled materials (also recyclates)

Recycled materials are reprocessed used materials from industrial and consumer waste that are reused in new products. In the case of plastics, these include PET bottles or old fishing nets. This plastic waste is processed into granules in several process steps and can then be fed into the plastics manufacturing process. Depending on the given requirements for a component, small proportions of recycled materials in a component are possible, up to components made entirely from recycled materials.

[1] A service provided by Elli Mobility GmbH.

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Imprint

Volkswagen AG is a public limited company under German law (Aktiengesellschaft) headquartered in Wolfsburg, Germany.

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Volkswagen AG is entered in the Register of Companies at the District Court of Braunschweig under number HRB 100484.
The VAT ID number of Volkswagen AG is DE 115235681.

The following information on consumer arbitration and online dispute resolution only apply to consumers who are resident in the European Union and do not affect statutory dispute resolution regulations which may be in place in countries outside the European Union. Volkswagen is neither willing nor obliged to take part in a dispute resolution procedure before a consumer arbitration board.

The European Commission provides a platform for out-of-court online dispute resolution, which can be found at www.ec.europa.eu/consumers/odr . On this platform, consumers will find a list of consumer arbitration boards which can assist with out-of-court dispute resolution.

The stated consumption and emission values were determined according to the legally prescribed measurement procedures. On 1 January 2022, the WLTP test cycle completely replaced the NEDC test cycle, so that no NEDC values are available for vehicles newly type-approved after this date. The data does not refer to an individual vehicle and is not part of the offer, but serves solely for comparison purposes between the different vehicle types. Additional equipment and accessories (add-on parts, tyre format, etc.) can change relevant vehicle parameters such as weight, rolling resistance and aerodynamics and, in addition to weather and traffic conditions as well as individual driving behaviour, can influence a vehicle's fuel consumption, electricity consumption, CO_2 emissions and driving performance values. Due to the more realistic test conditions, the fuel consumption and CO_2 emission values measured according to the WLTP are in many cases higher than those measured according to the NEDC. This may result in corresponding changes in vehicle taxation since 1 September 2018. Further information on the differences between WLTP and NEDC can be found at http://www.volkswagen.de/wltp.

Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found in the "Guide to fuel consumption, CO_2 emissions and electricity consumption of new passenger cars", which is available at all sales outlets and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, D-73760 Ostfildern or at www.dat.de/co2.

Commercial Vehicles