



**Stellantis riporta risultati record nel primo semestre su base pro forma⁽¹⁾ con margine dell'11,4%.
Tutti i segmenti positivi. Guidance per l'intero anno alzata a ~10% di margine del risultato operativo rettificato⁽²⁾**

- **Ricavi netti pro forma⁽¹⁾ di €75,3 miliardi**, in crescita del 46%
- **Risultato operativo rettificato⁽²⁾ ("AOI") pro forma⁽¹⁾ di €8,6 miliardi**, con **11,4% di margine**; margine record per il Nord America al 16,1%
- **Forte avvio del piano di sinergie**, con **~€1,3 miliardi di benefici di cassa nel primo semestre 2021**
- **Flusso di cassa disponibile industriale⁽³⁾ pro forma⁽¹⁾ negativo per €1,2 miliardi**, che riflette gli impatti negativi sul capitale circolante dovuti a ordini di semiconduttori non evasi, compensando le sinergie nette positive.
- **Forte liquidità industriale disponibile di €51,4 miliardi**

RESULTS FROM CONTINUING OPERATIONS (€ million)					
		H1 2021	H1 2020		
I F R S	Net revenues	72,610	19,614		
	Net profit/(loss) ⁽⁴⁾	5,800	797		
	Cash flows from operating activities	5,615	n.a.		
	PRO FORMA	H1 2021 Pro Forma⁽¹⁾	H1 2020 Pro Forma⁽¹⁾	H1 2021 Pro Forma vs. H1 2020 Pro Forma	
	Net revenues	75,310	51,668	46%	
	Net profit/(loss)	5,936	(813)	n.m.	
N O N - G A P	PRO FORMA	H1 2021 Pro Forma⁽¹⁾	H1 2020 Pro Forma⁽¹⁾	H1 2021 Pro Forma vs. H1 2020 Pro Forma	
	Adjusted operating income ⁽²⁾	8,622	752	+1,047%.	
	Adjusted operating income margin ⁽²⁾	11.4%	1.5%	+990	bps
	Industrial free cash flows ⁽³⁾	(1,163)	n.a.	n.a.	

FY 2021 Guidance - Raised

Adjusted operating income margin⁽²⁾ of ~10%.

Assumes no further deterioration of semiconductor supply and no further significant lockdowns in Europe and U.S.

2021 Industry Outlook⁽⁷⁾

All regions unchanged vs Q1 2021, except North America +10%, up from +8%, South America +20%, Enlarged Europe +10%, Middle East & Africa +15%, India & Asia Pacific +10%, and China +5%.

n.a. = not applicable; n.m. = not meaningful

"Vorrei ringraziare calorosamente tutti i dipendenti di Stellantis per la loro straordinaria attenzione all'eccellenza operativa e alla messa in campo delle sinergie, azioni che hanno portato la Società a raggiungere risultati finanziari importanti nel primo semestre. A questi importanti risultati a livello operativo si affiancano progressi significativi su questioni strategiche, relative all'accelerazione nel campo dell'elettrificazione e del software, pilastri fondamentali della nostra strategia."

-Carlos Tavares, CEO



Strategia per i Veicoli Elettrici: Avanti a tutta velocità con il lancio di 11 BEV e 10 PHEV nei prossimi 24 mesi; gamma dei veicoli commerciali leggeri completamente elettrificata in Europa, oltre a furgoni medi a celle a combustibile a idrogeno, entro la fine del 2021; una terza 'gigafactory' annunciata per Termoli (Italia); [trasformazione dello stabilimento di Ellesmere Port \(Regno Unito\)](#) nella prima fabbrica della Società esclusivamente dedicata ai BEV dalla fine del 2022.

Partnership innovative annunciate: Con Archer per creare veicoli a decollo verticale e [con Engie EPS per sviluppare reti di ricarica rapida](#).

Nord America: Redditività record, con un primo semestre record di vendite retail per Ram negli Stati Uniti e a livello globale. Jeep Wrangler 4xe è stato il PHEV più venduto negli Stati Uniti nel secondo trimestre 2021, dopo il suo lancio nel marzo 2021. Jeep sta espandendo la copertura del mercato con i prossimi modelli premium Grand Wagoneer e Wagoneer.

Europa allargata: Conforme alla normativa CO2, in autonomia. La quota di mercato nel perimetro EU30 del primo semestre è salita al 23,1%, con la leadership negli LCV a quota 34,4%. Peugeot marchio n. 2 in EU30 con una quota di mercato del 7,1% nel primo semestre. Opel Corsa leader del segmento in Germania e nel Regno Unito nel primo semestre. Fiat leader di mercato in Italia nel primo semestre, con la 500e city car elettrica n. 1 in dieci paesi.

Altre regioni: Leader di mercato in Sud America nel primo semestre, con il 23,6% di quota e la Fiat Strada il veicolo più venduto in Brasile. Medio Oriente e Africa: quota di mercato in crescita di 30 punti base all'11,9% nel primo semestre.

Maserati: Torna in attivo con un risultato operativo rettificato⁽¹⁾ del primo semestre di €29 milioni e una quota di mercato in crescita in tutti i mercati.

Fare riferimento a pagina 9 per informazioni su mercati e industry

**Basis of preparation**

"H1 2021" and "H1 2020" represent results as reportable under IFRS, which include FCA from January 17, 2021, following the closure of the Merger; "H1 2021 Pro Forma" and "H1 2020 Pro Forma" are presented as if the Merger had occurred January 1, 2020. Refer to the section "Notes" and "Unaudited Pro Forma Condensed Consolidated Financial Information" for additional detail. Reference should be made to the section "Safe Harbor Statement" included elsewhere within this document.

* Reconciliation of Net profit/ (loss) to Pro Forma Adjusted Net profit and of Pro Forma Diluted EPS to Pro Forma Adjusted diluted EPS are included on pages 6-7

‡ Guidance includes impacts from purchase accounting and changes in accounting policies as required by IFRS in connection with the Merger. Guidance refers to Pro Forma results, which include results of FCA for the period January 1 - 16, 2021.

Refer to page 9 for an explanation of the items referenced on this page.



SAFE HARBOR STATEMENT

This document, in particular references to “2021 Guidance”, contains forward-looking statements. In particular, 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 Group’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 impact of the COVID-19 pandemic; the ability of the Group 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 cyclicity; changes in local economic and political conditions, changes in trade policy and 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 Group’s ability to expand certain of their brands globally; its ability to offer innovative, attractive products; its ability to develop, manufacture and sell vehicles with advanced features including enhanced electrification, connectivity and autonomous-driving characteristics; 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 intense level of competition in the automotive industry, which may increase due to consolidation; exposure to shortfalls in the funding of the Group’s defined benefit pension plans; the ability to provide or arrange for access to adequate financing for dealers and retail customers and associated risks related to the establishment and operations of financial services companies; the ability to access funding to execute the Group’s business plans and improve their businesses, financial condition and results of operations; a significant malfunction, disruption or security breach compromising information technology systems or the electronic control systems contained in the Group’s vehicles; the Group’s ability to realize anticipated benefits from joint venture arrangements; disruptions arising from political, social and economic instability; risks associated with our relationships with employees, dealers and suppliers; increases in costs, disruptions of supply or shortages of raw materials, parts, components and systems used in the Group’s vehicles; developments in labor and industrial relations and developments in applicable labor laws; exchange rate fluctuations, interest rate changes, credit risk and other market risks; political and civil unrest; earthquakes or other disasters; the risk that the operations of Peugeot S.A. and Fiat Chrysler Automobiles N.V. will not be integrated successfully and other risks and uncertainties.

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

On August 3, 2021 at 3:00 p.m. CEST / 9:00 a.m. EDT, a live webcast and conference call will be held to present the First Half Results 2021 of Stellantis. The webcast and recorded replay will be accessible under the Investors section of the Stellantis corporate website at www.stellantis.com. The supporting documents are 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 August 3, 2021.

Amsterdam, August 3, 2021