BMW AG

2024 CDP Corporate Questionnaire 2024

Word version

Important: this export excludes unanswered questions
This document is an export of your organization's CDP questionnaire response. It contains all data points for questions that are answered or in progress. There may be questions or data points that you have been requested to provide, which are missing from this document because they are currently unanswered. Please note that it is your responsibility to verify that your questionnaire response is complete prior to submission. CDP will not be liable for any failure to do so.
Terms of disclosure for corporate questionnaire 2024 - CDP

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03/06/2025, 02:53 pm

Contents

C1. Introduction

(1.1) In which language are you submitting your response?

Select from:

☑ English

(1.2) Select the currency used for all financial information disclosed throughout your response.

Select from:

☑ EUR

(1.3) Provide an overview and introduction to your organization.

(1.3.2) Organization type

Select from:

☑ Publicly traded organization

(1.3.3) Description of organization

Bayerische Motoren Werke – literally Bavarian Motor Works – was founded in 1917 and became a publicly traded based-on-shares-company ("Aktiengesellschaft") in 1918. Having started with aero engines and motorcycles – from 1923 on – BMW Group in 107 years has emerged amongst the top 15 largest vehicle manufacturers with BMW, MINI, Rolls-Royce Motor Cars and BMW Motorrad being amongst the strongest premium brands in the industry. It is a well-proven strength of BMW Group to adapt to change – technological, socio-economical, cultural – and see the possibilities in it. Digitalization has brought new opportunities for the automobile industry, ranging from different levels of autonomous driving to connectivity and automatization in production. Globalization, as another example, has opened markets and led to a global production network being present on five continents. BMW Group successfully operates from a solid basis of financial strength, continuous innovation and profitable further growth. The company will continue to focus on individual mobility in the premium segment, producing cars and motorcycles in 32 production plants and delivering to customers in more than 140 markets. Fulfilling customers' demands is at the heart of everything employees and associates at BMW Group do. Sustainability is a key component of the company's strategic approach and competitive edge. With CO2-reduction targets, against which all workers and managers plan, steer, measure and report, BMW Group is looking ahead to the year 2030. Long-term thinking and responsible action have been cornerstones of BMW's success. Striving for sustainability along the entire value-added chain starting with the mining of raws, decarbonizing the supply chain e.g. by using solar energy where available and taking steps towards a more circular economy are prime objectives firmly embedded in the corporate strategy. As a premium manufacturer, BMW Group aspires to be ahead of the competitors in terms of sustainability and not just follow others on their way. The company therefore has placed this topic at

the core of its corporate strategy. This change has involved taking a major step, as the BMW Group for several years now is including sustainability as a prime factor in its corporate decision-making processes. Using an "environment radar" which includes ecological and social criteria, regularly engaging in dialogue with stakeholders and taking sustainable issues into account in all decisions are key elements of our management. Corporate sustainability measured in balanced scorecard terms (at Group level) was first included as a formal corporate objective in 2009. Today, projects must be measured in terms of the consumption of resources, emission levels as well as the social and socio-political consequences of the various solutions at hand. The Board of Management works to ensure that the BMW Group strategy is aligned with those criteria in the long term. In 2019, the special-purpose Sustainability Board was fully integrated into the regular Board of Management meetings, allowing these issues to be even more consistently integrated into the company's decision-making processes. Since then, sustainability issues have been treated like e.g. financial or technical topics and discussed as needed at fortnightly Board of Management meetings. All specific decisions referred to the Board of Management are subject to a mandatory evaluation. In addition, the Board of Management receives an update on the development of the most relevant sustainability KPI's as well as on current developments on sustainability issues every quarter. Forward-looking statements: This report contains various forward-looking statements concerning future developments that are based on today's status of the BMW Group's assumptions and forecasts. These statements are therefore subject to a variety of predictable and unpredictable risks, uncertainties and other factors, which means that the actual outcome could differ considerably to those statements.
[Fixed row]

(1.4) State the end date of the year for which you are reporting data. For emissions data, indicate whether you will be providing emissions data for past reporting years.

(1.4.1) End date of reporting year

12/30/2023

(1.4.2) Alignment of this reporting period with your financial reporting period

Select from:
☑ Yes

(1.4.3) Indicate if you are providing emissions data for past reporting years

Select from:
☑ Yes

(1.4.4) Number of past reporting years you will be providing Scope 1 emissions data for

Select from:

☑ Not providing past emissions data for Scope 1

(1.4.5) Number of past reporting years you will be providing Scope 2 emissions data for

Select from:

☑ Not providing past emissions data for Scope 2

(1.4.6) Number of past reporting years you will be providing Scope 3 emissions data for

Select from:

☑ 4 years

[Fixed row]

(1.4.1) What is your organization's annual revenue for the reporting period?

155498000000

(1.5) Provide details on your reporting boundary.

	Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?
	Select from: ☑ Yes

[Fixed row]

(1.6) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

ISIN code - bond

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

ISIN code - equity

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

DE0005190003

CUSIP number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

Ticker symbol

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

Bloomberg BMW GY, Reuters BMWG.DE

SEDOL code

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

LEI number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

D-U-N-S number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ No

Other unique identifier

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

WKN 519000
[Add row]

(1.7) Select the countries/areas in which you operate.

Select all that apply

☑ China
☑ India
☑ Italy
☑ Japan
☑ Spain
☑ Norway
☑ Poland
☑ Sweden
☑ Austria
☑ Belgium
☑ Ireland
☑ Romania
☑ Bulgaria
☑ Malaysia
☑ Portugal
☑ Indonesia
☑ Singapore
☑ Luxembourg
☑ Netherlands
☑ New Zealand
☑ United States of America
☑ United Kingdom of Great Britain and Northern Ireland
☑ Brazil
☑ Canada
☑ France
☑ Greece
☑ Mexico
☑ Czechia
☑ Denmark
☑ Finland
☑ Germany
☑ Hungary
☑ Slovakia
☑ Slovenia
☑ Thailand
☑ Argentina
☑ Australia
☑ Switzerland
☑ South Africa
☑ Republic of Korea
☑ Russian Federation
☑ United Arab Emirates

(1.8) Are you able to provide geolocation data for your facilities?

	Are you able to provide geolocation data for your facilities?	Comment
	Select from: ☑ Yes, for all facilities	*BMW production facilities*

[Fixed row]

(1.8.1) Please provide all available geolocation data for your facilities.

Row 1

(1.8.1.1) Identifier

Araquari

(1.8.1.2) Latitude

-26.48

(1.8.1.3) Longitude

-48.74

(1.8.1.4) Comment

Brazil

Row 2

(1.8.1.1) Identifier

Berlin

(1.8.1.2) Latitude

52.54

(1.8.1.3) Longitude

13.23

(1.8.1.4) Comment

Germany

Row 3

(1.8.1.1) Identifier

Chennai

(1.8.1.2) Latitude

12.74

(1.8.1.3) Longitude

80

(1.8.1.4) Comment

India

Row 4

(1.8.1.1) Identifier

Dingolfing

(1.8.1.2) Latitude

48.64

(1.8.1.3) Longitude

12.48

(1.8.1.4) Comment

Germany

Row 5

(1.8.1.1) Identifier

Eisenach

(1.8.1.2) Latitude

51.01

(1.8.1.3) Longitude

10.26

(1.8.1.4) Comment

Germany

Row 6

(1.8.1.1) Identifier

Goodwood

(1.8.1.2) Latitude

50.85

(1.8.1.3) Longitude

-0.74

(1.8.1.4) Comment

UK

Row 7

(1.8.1.1) Identifier

Hams Hall

(1.8.1.2) Latitude

52.53

(1.8.1.3) Longitude

-1.7

(1.8.1.4) Comment

UK

Row 8

(1.8.1.1) Identifier

Landshut

(1.8.1.2) Latitude

48.56

(1.8.1.3) Longitude

12.15

(1.8.1.4) Comment

Germany

Row 9

(1.8.1.1) Identifier

Leipzig

(1.8.1.2) Latitude

51.41

(1.8.1.3) Longitude

12.46

(1.8.1.4) Comment

Germany

Row 10

(1.8.1.1) Identifier

Manaus

(1.8.1.2) Latitude

-23.51

(1.8.1.3) Longitude

-46.72

(1.8.1.4) Comment

Brazil

Row 11

(1.8.1.1) Identifier

Munich

(1.8.1.2) Latitude

48.18

(1.8.1.3) Longitude

11.56

(1.8.1.4) Comment

Germany

Row 12

(1.8.1.1) Identifier

Oxford

(1.8.1.2) Latitude

51.73

(1.8.1.3) Longitude

-1.2

(1.8.1.4) Comment

UK

Row 13

(1.8.1.1) Identifier

Rayong

(1.8.1.2) Latitude

12.98

(1.8.1.3) Longitude

101.12

(1.8.1.4) Comment

Thailand

Row 14

(1.8.1.1) Identifier

Regensburg

(1.8.1.2) Latitude

48.98

(1.8.1.3) Longitude

12.17

(1.8.1.4) Comment

Germany

Row 15

(1.8.1.1) Identifier

Rosslyn

(1.8.1.2) Latitude

-25.37

(1.8.1.3) Longitude

28.05

(1.8.1.4) Comment

South Africa

Row 16

(1.8.1.1) Identifier

San Luis Potosí

(1.8.1.2) Latitude

21.96

(1.8.1.3) Longitude

-100.85

(1.8.1.4) Comment

Mexico

Row 17

(1.8.1.1) Identifier

Shenyang (Dadong)

(1.8.1.2) Latitude

41.85

(1.8.1.3) Longitude

123.52

(1.8.1.4) Comment

China

Row 18

(1.8.1.1) Identifier

Shenyang (Tiexi)

(1.8.1.2) Latitude

41.67

(1.8.1.3) Longitude

123.15

(1.8.1.4) Comment

China

Row 19

(1.8.1.1) Identifier

Spartanburg

(1.8.1.2) Latitude

34.89

(1.8.1.3) Longitude

-82.18

(1.8.1.4) Comment

USA

Row 20

(1.8.1.1) Identifier

Steyr

(1.8.1.2) Latitude

48.05

(1.8.1.3) Longitude

14.45

(1.8.1.4) Comment

Austria

Row 21

(1.8.1.1) Identifier

Swindon

(1.8.1.2) Latitude

51.58

(1.8.1.3) Longitude

-1.75

(1.8.1.4) Comment

UK

Row 22

(1.8.1.1) Identifier

Wackersdorf

(1.8.1.2) Latitude

48.98

(1.8.1.3) Longitude

12.17

(1.8.1.4) Comment

Germany
[Add row]

(1.21) For which transport modes will you be providing data?

Select all that apply
☑ Light Duty Vehicles (LDV)

(1.24) Has your organization mapped its value chain?

(1.24.1) Value chain mapped

Select from:
☑ Yes, we have mapped or are currently in the process of mapping our value chain

(1.24.2) Value chain stages covered in mapping

Select all that apply
☑ Upstream value chain

(1.24.3) Highest supplier tier mapped

Select from:
☑ Tier 4+ suppliers

(1.24.4) Highest supplier tier known but not mapped

Select from:

☑ All supplier tiers known have been mapped

(1.24.7) Description of mapping process and coverage

Environmental and Social Standards Mapping and verifying the supply chain for identified environmental and human rights risks (NQC Supply Chain Builder). Above a defined risk threshold, we use questionnaires in our own business area and for our direct suppliers and, on an ad-hoc basis, for our indirect suppliers we use online questionnaires. These allow us to conduct topic-specific inquiries into identified risks. This standardized online automotive industry assessment is checked for accuracy and completeness by an independent organization. This information about preventive measures to minimize risks is obtained from new suppliers as part of the tendering process, while suppliers in existing business relationships must update these on an ongoing basis. The information must also be updated in the company's own business area at regular intervals or if the risk situation changes. For n-tier risks on ad-hoc basis we use supply chain mapping solution to create traceability which is verified by commercial data to check if we are affected by n-tier risk. If we are affected, we conduct online and on-site risk assessments in cooperation with our direct supplier. Based on the identified risk we agree on preventive and corrective measures. CO2e Emissions: We analyze CO2e-emissions from materials and parts delivered by suppliers via Life Cycle Analysis of our products. This covers almost 100% of the fleet produced in a reporting year. Via the parts numbers, we identify the corresponding suppliers. Raw material (steel, aluminum, plastics) and high-voltage battery production for electric vehicles cause a high percentage of supply chain CO2e-emissions of vehicles and at the same time provide the biggest lever for CO2 reduction. Measures to reduce CO2 emissions, in particular green electricity usage and increase of recycled material shares, are contractually agreed with Tier 1 to Tier n suppliers and reviewed annually with a neutral external auditor.
[Fixed row]

(1.24.1) Have you mapped where in your direct operations or elsewhere in your value chain plastics are produced, commercialized, used, and/or disposed of?

(1.24.1.1) Plastics mapping

Select from:

☑ Yes, we have mapped or are currently in the process of mapping plastics in our value chain

(1.24.1.2) Value chain stages covered in mapping

Select all that apply

☑ Upstream value chain

☑ Downstream value chain

☑ End-of-life management

(1.24.1.4) End-of-life management pathways mapped

Select all that apply

☑ Recycling

☑ Waste to Energy

[Fixed row]

C2. Identification, assessment, and management of dependencies, impacts, risks, and opportunities

(2.1) How does your organization define short-, medium-, and long-term time horizons in relation to the identification, assessment, and management of your environmental dependencies, impacts, risks, and opportunities?

Short-term

(2.1.1) From (years)

0

(2.1.3) To (years)

2

(2.1.4) How this time horizon is linked to strategic and/or financial planning

In line with BMW Group's internal management system, the outlook of BMW Group's annual report covers a period of one year. Opportunities and risks are assessed in the internal risk report and in the risk report of the annual report with respect to a period including the current business year and the two following years.

Medium-term

(2.1.1) From (years)

3

(2.1.3) To (years)

12

(2.1.4) How this time horizon is linked to strategic and/or financial planning

BMW Group's corporate planning considers the next twelve years following the current business year. We understand this as medium-term horizon in the sense of CDP.

Long-term

(2.1.1) From (years)

13

(2.1.2) Is your long-term time horizon open ended?

Select from:

☑ No

(2.1.3) To (years)

30

(2.1.4) How this time horizon is linked to strategic and/or financial planning

When it comes to climate risks identification and evaluation an ADDITIONAL long-term TIME HORIZON OF 30 YEARS is considered, especially for the valuation of potential impacts due to physical climate-related risks.
[Fixed row]

(2.2) Does your organization have a process for identifying, assessing, and managing environmental dependencies and/or impacts?

	Process in place	Dependencies and/or impacts evaluated in this process
	Select from:	*Select from:*

	Process in place	Dependencies and/or impacts evaluated in this process
	☑ Yes	☑ Both dependencies and impacts

[Fixed row]

(2.2.1) Does your organization have a process for identifying, assessing, and managing environmental risks and/or opportunities?

	Process in place	Risks and/or opportunities evaluated in this process	Is this process informed by the dependencies and/or impacts process?
	Select from: ☑ Yes	*Select from:* ☑ Both risks and opportunities	*Select from:* ☑ Yes

[Fixed row]

(2.2.2) Provide details of your organization's process for identifying, assessing, and managing environmental dependencies, impacts, risks, and/or opportunities.

Row 1

(2.2.2.1) Environmental issue

Select all that apply

☑ Climate change

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

☑ Downstream value chain

(2.2.2.4) Coverage

Select from:

☑ Full

(2.2.2.5) Supplier tiers covered

Select all that apply

☑ Tier 1 suppliers

☑ Tier 2 suppliers

☑ Tier 3 suppliers

☑ Tier 4+ suppliers

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

☑ More than once a year

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(2.2.2.10) Integration of risk management process

Select from:

☑ Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☑ Site-specific

☑ Local

☑ National

(2.2.2.12) Tools and methods used

Commercially/publicly available tools

☑ LEAP (Locate, Evaluate, Assess and Prepare) approach, TNFD

Enterprise Risk Management

☑ Enterprise Risk Management

☑ Internal company methods

(2.2.2.13) Risk types and criteria considered

Acute physical

☑ Drought

☑ Flood (coastal, fluvial, pluvial, ground water)

☑ Heat waves

☑ Storm (including blizzards, dust, and sandstorms)

Chronic physical

☑ Increased severity of extreme weather events

☑ Water stress

Policy

☑ Changes to national legislation

Market

☑ Changing customer behavior

Reputation

☑ Increased partner and stakeholder concern and partner and stakeholder negative feedback

Technology

☑ Transition to lower emissions technology and products

Liability

☑ Exposure to litigation

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Customers

☑ Regulators

☑ Suppliers

☑ Other, please specify :Associations

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

☑ Yes

(2.2.2.16) Further details of process

Risk management is organised as a decentralised, Group-wide network and steered by a centralised risk management function. The various BMW Group divisions are represented by Network Representatives. The responsibilities and tasks of the centralised risk management function and the Network Representatives are clearly documented and accepted. IDENTIFICATION The BMW Group considers our worldwide operations within the identification process of risks / opportunities driven by climate parameters. According to Group-wide guidelines, every employee and manager has a duty to report risks via the relevant reporting channels. The key elements of an appropriate risk culture are embedded in the BMW Group's core values, the BMW Group Risk Management Policy and the BMW Group Risk Management Guidelines as well as in the BMW Group's overall risk strategy. New information and requirements are continuously incorporated in the BMW Group's risk management system, thereby ensuring its ongoing development. In our Adaptation to Climate Change project, we identified and assessed climate-related risks comprehensively on the basis of two different time horizons (2035 and 2050) as well as various climate change scenarios. ASSESSMENT The BMW Group utilises standardised methods to assess risks. All significant short-term risks are measured using value-at-risk models and assessed based on uniform loss distribution metrics, thereby enabling better comparability of risks for both internal and external reporting purposes. Risks are measured net of any risk mitigation measures that are already taking effect (net basis). Risks are classified according to the risk amount (average earnings impact, taking into account the probability of occurrence). The earnings impact may be significantly higher if the risk actually materialises (worst-case scenario). Risks are classified as low (EUR 0-200 million), medium (EUR 200-1,000 million) and high (EUR 1,000 million). For mid- to long-term climate-related risks a qualitative assessment has been performed. During the 2023 reporting year, all material risks for the BMW Group were considered in view of their sensitivity regarding climate change. The climate-relevant portions were analysed in accordance with TCFD for three different climate scenarios. For the medium-term timescale until 2035, we distinguish between transitory and physical climate risks. For the long-term timescale until 2050, the measurement focuses on the physical climate risks. The BMW Group has committed to aligning its business activities with the low-emissions scenario of the Paris Agreement and has consistently based its long-term corporate planning on this. RESPONSE/MANAGEMENT The results of the environmental risk management process are part of the regular reporting to the Board of Management (BoM) / Supervisory Board, at least twice a year and regularly for risks with significant impact in the short-term horizon. BMW Group's process of monitoring and steering climate-related risks and opportunities is part of A) the enterprise risk management process, integrated in B) the Strategy & Structure Circle resp. BoM and part of C) the management process established to ensure the reduction of CO2 emissions of BMW Group's vehicle fleet.

Row 2

(2.2.2.1) Environmental issue

Select all that apply

☑ Water

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

☑ Downstream value chain

(2.2.2.4) Coverage

Select from:

☑ Full

(2.2.2.5) Supplier tiers covered

Select all that apply

☑ Tier 1 suppliers

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative and quantitative

(2.2.2.8) Frequency of assessment

Select from:

☑ More than once a year

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(2.2.2.10) Integration of risk management process

Select from:

☑ Integrated into multi-disciplinary organization-wide risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☑ Site-specific

☑ Local

(2.2.2.12) Tools and methods used

Commercially/publicly available tools

☑ WRI Aqueduct

Enterprise Risk Management

☑ Enterprise Risk Management

International methodologies and standards

☑ Environmental Impact Assessment

☑ ISO 14001 Environmental Management Standard

☑ Life Cycle Assessment

Databases

☑ Maplecroft Global Water Security Risk Index

☑ Regional government databases

Other

☑ Other, please specify :CDP Supply Chain Program

(2.2.2.13) Risk types and criteria considered

Acute physical

☑ Drought

Chronic physical

☑ Water availability at a basin/catchment level

☑ Water stress

☑ Water quality at a basin/catchment level

Policy

☑ Mandatory water efficiency, conservation, recycling, or process standards

Market

☑ Inadequate access to water, sanitation, and hygiene services (WASH)

Reputation

☑ Impact on human health

☑ Stakeholder conflicts concerning water resources at a basin/catchment level

Technology

☑ Transition to water efficient and low water intensity technologies and products

Liability

☑ Non-compliance with regulations

(2.2.2.14) Partners and stakeholders considered

Select all that apply

- ☑ NGOs
- ☑ Customers
- ☑ Employees
- ☑ Investors
- ☑ Suppliers
- ☑ Regulators
- ☑ Local communities
- ☑ Water utilities at a local level

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

- ☑ Yes

(2.2.2.16) Further details of process

CDP Supply Chain Program: approach to assess supplier's impact on water security.

Row 3

(2.2.2.1) Environmental issue

Select all that apply

- ☑ Plastics

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

- ☑ Dependencies
- ☑ Impacts
- ☑ Risks
- ☑ Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

(2.2.2.4) Coverage

Select from:

☑ Partial

(2.2.2.5) Supplier tiers covered

Select all that apply

☑ Tier 1 suppliers

(2.2.2.7) Type of assessment

Select from:

☑ Qualitative only

(2.2.2.8) Frequency of assessment

Select from:

☑ Not defined

(2.2.2.9) Time horizons covered

Select all that apply

☑ Short-term

☑ Medium-term

☑ Long-term

(2.2.2.10) Integration of risk management process

Select from:

☑ A specific environmental risk management process

(2.2.2.11) Location-specificity used

Select all that apply

☑ National

(2.2.2.12) Tools and methods used

Enterprise Risk Management

☑ Internal company methods

(2.2.2.13) Risk types and criteria considered

Technology

☑ Transition to recyclable plastic products

☑ Transition to increasing renewable content

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Customers

☑ Investors

☑ Suppliers

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

☑ Yes

(2.2.2.16) Further details of process

The BMW Group is currently (in 2024) further developing comprehensive processes to identify, assess and manage dependencies, impacts, risks and opportunities on plastics.

Row 4

(2.2.2.1) Environmental issue

Select all that apply

☑ Biodiversity

(2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(2.2.2.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

(2.2.2.4) Coverage

Select from:

☑ Partial

(2.2.2.5) Supplier tiers covered

Select all that apply

☑ Tier 1 suppliers

☑ Tier 2 suppliers
☑ Tier 3 suppliers
☑ Tier 4+ suppliers

(2.2.2.7) Type of assessment

Select from:
☑ Qualitative only

(2.2.2.8) Frequency of assessment

Select from:
☑ Annually

(2.2.2.9) Time horizons covered

Select all that apply
☑ Short-term
☑ Medium-term
☑ Long-term

(2.2.2.10) Integration of risk management process

Select from:
☑ A specific environmental risk management process

(2.2.2.11) Location-specificity used

Select all that apply
☑ Site-specific

(2.2.2.12) Tools and methods used

Commercially/publicly available tools

☑ Biodiversity indicators for site-based impacts

☑ LEAP (Locate, Evaluate, Assess and Prepare) approach, TNFD

(2.2.2.13) Risk types and criteria considered

Reputation

☑ Negative press coverage related to support of projects or activities with negative impacts on the environment (e.g. GHG emissions, deforestation & conversion, water stress)

☑ Other reputation, please specify **:**Stakeholder conflicts concerning biodiversity

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ Employees

☑ Investors

☑ NGOs

☑ Suppliers

(2.2.2.15) Has this process changed since the previous reporting year?

Select from:

☑ Yes

(2.2.2.16) Further details of process

In 2024, analyses and strategy are being further developed and the connection between biodiversity and the circular economy has been highlighted. Reduced primary material means less biodiversity loss and protection of nature's capacity to absorb CO2, resulting in less habitat and species loss. The best way for the BMW Group to achieve a positive impact in the supply chain is therefore to reduce the use of raw materials from primary extraction and replace them with recycling. Investigation of BMW Group's impacts and dependencies on biodiversity and nature as well as business risks and opportunities, using TNFD's LEAP approach in accordance with ESRS requirements. In scope: Locate Evaluate Assess Assessment tools: IBAT and WWF Risk Filter This filter is based on a wide range of environmental factors, e.g. biodiversity, land, soil, water, air climate, landscape, material assets, cultural heritage.
[Add row]

(2.2.7) Are the interconnections between environmental dependencies, impacts, risks and/or opportunities assessed?

(2.2.7.1) Interconnections between environmental dependencies, impacts, risks and/or opportunities assessed

Select from:

☑ Yes

(2.2.7.2) Description of how interconnections are assessed

The BMW Group integrates environmental dependencies into its impacts, risks and opportunities. These impacts, risks and opportunities are then taken into account in our business processes. The BMW Group is continuing to design the future and is constantly driving sustainability forward with its innovations. The circular economy is the key to conserving resources and reducing carbon emissions. For us, circularity in particular means that at the end of their use phase, vehicles are used as a source of raw materials for new cars. Our vehicles are already made in varying proportions from recycled and reused materials. We would like to continue increasing this amount. Fundamental research, detailed development and a clear focus on sustainability are employed to investigate each production process and find alternative raw materials. We are concentrating on raw materials that are procured in a responsible way, processed carbon-free or at least low in carbon and highly recyclable. In our search for innovative solutions, we adopt new perspectives and rethink conventional approaches. Our concrete goals are focused on reducing CO_2 emissions, increasing resource efficiency and substantially improving social and environmental standards. For this reason, we already established clearly defined targets in July 2020 that we intend to implement by 2030. The spectrum ranges from areas such as CO_2 reduction and electromobility, through circularity and environmental and social standards, all the way to social responsibility. What unites all these topics is our strong commitment to achieving the goals we have set together. As a global company, we are committed to the highest environmental and social standards – within our own company and in cooperation with our suppliers worldwide.
[Fixed row]

(2.3) Have you identified priority locations across your value chain?

(2.3.1) Identification of priority locations

Select from:

☑ Yes, we have identified priority locations

(2.3.2) Value chain stages where priority locations have been identified

Select all that apply

☑ Direct operations

☑ Upstream value chain

(2.3.3) Types of priority locations identified

Sensitive locations

☑ Areas of limited water availability, flooding, and/or poor quality of water

Locations with substantive dependencies, impacts, risks, and/or opportunities

☑ Locations with substantive dependencies, impacts, risks, and/or opportunities relating to water

☑ Locations with substantive dependencies, impacts, risks, and/or opportunities relating to biodiversity

(2.3.4) Description of process to identify priority locations

Identification of sites with extremely high water stress based on WRI Aqueduct Tool. Risk analysis based on the most critical materials and known supply chains of these critical materials. Various whistleblowing systems are in place to ensure structured reporting channels and to allow whistleblowers to report anonymously. These include in particular the SpeakUP Line and the Ombudsperson.

(2.3.5) Will you be disclosing a list/spatial map of priority locations?

Select from:

☑ Yes, we will be disclosing the list/geospatial map of priority locations

(2.3.6) Provide a list and/or spatial map of priority locations

BMW_CDP-2024_priority-locations.pdf
[Fixed row]

(2.4) How does your organization define substantive effects on your organization?

Risks

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

☑ Quantitative

(2.4.2) Indicator used to define substantive effect

Select from:

☑ EBITDA

(2.4.3) Change to indicator

Select from:

☑ Absolute decrease

(2.4.5) Absolute increase/ decrease figure

200000000

(2.4.6) Metrics considered in definition

Select all that apply

☑ Time horizon over which the effect occurs

☑ Likelihood of effect occurring

(2.4.7) Application of definition

The scope of climate change related risks and opportunities (CCR&O) identification and management includes BMW Group-wide direct physical risks and opportunities (R&Os) as well as indirect / transitory R&Os, e.g. from regulation and changing consumer behavior. The results of the environmental risk management process are part of the regular reporting to the Board of Management / Supervisory Board, at least twice a year and regularly for risks with significant impact for the short-term horizon. i) DEFINITION OF SUBSTANTIVE FINANCIAL OR STRATEGIC IMPACTS: Substantial financial or strategic impact is defined as risks with low, medium and high risk amounts. Risk / opportunity is defined as any event which might occur with a certain probability that could have a negative / positive impact on the achievement of targets. Main targets are growth, profitability, efficiency, and sustainable levels of business. Materiality for prioritization is measured as amount of risk (average negative impact on earnings), including climate change related risks, for profit/loss and cash flow as well as image / reputation by the magnitude of impact and likelihood of occurrence. The amount of risks is classified as low (EUR 0-200 million), medium (EUR 200-1,000 million) and high (EUR 1,000 million). These thresholds are used for the grouping of short-term risks. Mid- and long-term risks have been assessed qualitatively. A quantification will be implemented step-by-step along with the implementation of the CSRD/ESRS reporting requirements. ii) QUANTIFIABLE INDICATORS TO DEFINE SUBSTANTIVE FINANCIAL OR

STRATEGIC IMPACT: The amount of short-term risks is classified as low (EUR 0-200 million), medium (EUR 200-1,000 million) and high (EUR 1,000 million). CCR&O are allocated to categories (regulatory, reputational, shifts in customer demand, operational, physical). Risk catalogues help the risk management network representatives to reflect / categorize and aggregate all CCR&O. All locations (plants, logistic issues etc.) are considered as well as risks in the supply chain. Important weather-related risks considered are flooding, tornados, hail or interruption of supply chains due to climate change. Assessment, evaluation and prioritization of CCR&Os is supported by a team of risk / insurance managers and external expertise. Physical risks are covered by insurances and are part of the annual reassessment with our insurance companies.

Opportunities

(2.4.1) Type of definition

Select all that apply

☑ Qualitative

(2.4.6) Metrics considered in definition

Select all that apply

☑ Time horizon over which the effect occurs

☑ Likelihood of effect occurring

☑ Other, please specify :classification material vs. immaterial

(2.4.7) Application of definition

The scope of water and climate change related risks and opportunities identification and management includes BMW Group-wide direct physical risks and opportunities (R&Os) as well as indirect / transitory R&Os, e.g. from regulation and changing consumer behavior. The results of the environmental risk management process are part of the regular reporting to the Board of Management / Supervisory Board, at least twice a year and regularly for risks with significant impact for the short-term horizon. Identifying opportunities is an integral part of the BMW Group's strategic planning process. The Group's range of products and services is continually reviewed on the basis of these analyses. The continuous monitoring of key business processes and strict cost controls are also essential factors for ensuring high levels of profitability and returns on capital employed. The importance of short-term opportunities for the BMW Group is classified on a qualitative basis in the categories "material" and "immaterial". Climate-related opportunities are identified progressively as part of the strategy development process.
[Add row]

(2.5) Does your organization identify and classify potential water pollutants associated with its activities that could have a detrimental impact on water ecosystems or human health?

(2.5.1) Identification and classification of potential water pollutants

Select from:

☑ Yes, we identify and classify our potential water pollutants

(2.5.2) How potential water pollutants are identified and classified

i) DETAILS OF POLICIES AND PROCESSES: To implement the BMW Group's energy and environmental policy, environmentally conscious thinking and action is required throughout the entire organizational structure. To support this, an environmental management system is operated in accordance with the requirements of EC Regulation 1221/2009 and EMAS Regulation (EU) 2017/1505 on the voluntary participation by organizations in a community eco-management and audit scheme (EMAS). EMAS is based on the requirements of the internationally recognized environmental management standard DIN EN ISO 14001. According to these regulations, we CONTINOUSLY identify and classify water pollutants in our process wastewater at all production sites BECAUSE they MAY have detrimental impact over water ecosystem or human health. ii) STANDARDS AND/OR METHODOLOGIES USED: Oily wastewater containing heavy metals is produced as a result of operating activities and production processes. Wastewater from production is treated in the company's own wastewater treatment plants, where the constituents are removed or reduced. Pre-cleaned in this way, it is transferred together with the sanitary wastewater to the municipal wastewater treatment plants via the public sewer system. The transferred wastewater is regularly analyzed and monitored in accordance with official requirements. iii) METRICS/INDICATORS USED: Heavy metal loads are calculated from measured concentrations for the corresponding wastewater volumes.
[Fixed row]

(2.5.1) Describe how your organization minimizes the adverse impacts of potential water pollutants on water ecosystems or human health associated with your activities.

Row 1

(2.5.1.1) Water pollutant category

Select from:

☑ Inorganic pollutants

(2.5.1.2) Description of water pollutant and potential impacts

i) LINK BETWEEN OUR ACTIVITY, POLLUTANT CATEGORY AND IMPACT: During our car manufacturing, water is used for washing, surface treatment, coating, or cooling air conditioning systems. All these processes produce large amounts of wastewater. Thus, the stated pollutants such as COD, AOx and heavy metals can

potentially enter the wastewater. One potential IMPACT in our paint shops is the entry of various pollutants that could cause stress on the natural water ecosystem. In order to minimize such IMPACTS, the BMW Group established processes and technologies to clean contaminated process water and reuse it several times (cascade systems). ii) CHEMICAL OR PHYSICAL PARAMETERS: Depending on the production process, various pollutants may be present, e.g. heavy metals such as zinc, nickel and copper. Heavy metals can accumulate in aquatic life and enter the food chain.

(2.5.1.3) Value chain stage

Select all that apply

☑ Direct operations

(2.5.1.4) Actions and procedures to minimize adverse impacts

Select all that apply

☑ Water recycling

☑ Resource recovery

☑ Upgrading of process equipment/methods

☑ Beyond compliance with regulatory requirements

☑ Reduction or phase out of hazardous substances

☑ Provision of best practice instructions on product use

☑ Implementation of integrated solid waste management systems

☑ Requirement for suppliers to comply with regulatory requirements

☑ Industrial and chemical accidents prevention, preparedness, and response

☑ Discharge treatment using sector-specific processes to ensure compliance with regulatory requirements

☑ Assessment of critical infrastructure and storage condition (leakages, spillages, pipe erosion etc.) and their resilience

(2.5.1.5) Please explain

i) PROCEDURES TO MANAGE THE RISK OF THE POTENTIAL IMPACT: The BMW Group's goal at Group level as well as for each site / location worldwide is to limit materials / heat input into wastewater to volumes / quantities that will not overtax natural decomposition / regeneration processes. The major part of BMW Group's wastewater is discharged into the sewage water system. The BMW Group measures water discharged separated into sanitary wastewater and process wastewater, and, for process wastewater (for all sites with paint shops), COD, AOx and heavy metal content in each production site. Legal compliance is basic for all our operations. The BMW Group has defined a global best practice approach and standard that takes into account at least full local compliance but also requirements that go beyond this. It is our TARGET to continuously adhere to our global standard 100%. MONITORING through indicators CONTINUOUSLY measured is basic for improvements. Specifically for legal purposes we monitor the quality of water in our production plants and other facilities, such as distribution center and branch offices, to ensure the quality of the water discharged. In production sites we monitor water quality regularly and report it monthly to the senior management level. ii)

MEASUREMENT AND EVALUATION OF SUCCESS: At the end of 2023, our target to adhere 100% with BMW-specific wastewater standards at all operations and sites worldwide was achieved.
[Add row]

C3. Disclosure of risks and opportunities

(3.1) Have you identified any environmental risks which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

Climate change

(3.1.1) Environmental risks identified

Select from:

☑ Yes, both in direct operations and upstream/downstream value chain

Water

(3.1.1) Environmental risks identified

Select from:

☑ Yes, both in direct operations and upstream/downstream value chain

Plastics

(3.1.1) Environmental risks identified

Select from:

☑ Yes, only in our upstream/downstream value chain

(3.1.2) Primary reason why your organization does not consider itself to have environmental risks in your direct operations and/or upstream/downstream value chain

Select from:

☑ Evaluation in progress

(3.1.3) Please explain

Plastics related risks are currently under evaluation.
[Fixed row]

(3.1.1) Provide details of the environmental risks identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.1.1.1) Risk identifier

Select from:
☑ Risk1

(3.1.1.3) Risk types and primary environmental risk driver

Policy
☑ Changes to regulation of existing products and services

(3.1.1.4) Value chain stage where the risk occurs

Select from:
☑ Downstream value chain

(3.1.1.6) Country/area where the risk occurs

Select all that apply
☑ China
☑ India
☑ Italy
☑ Japan
☑ Brazil
☑ Canada
☑ France
☑ Greece

☑ Spain
☑ Norway
☑ Poland
☑ Sweden
☑ Austria
☑ Belgium
☑ Ireland
☑ Romania
☑ Bulgaria
☑ Malaysia
☑ Portugal
☑ Indonesia
☑ Singapore
☑ Luxembourg
☑ Netherlands
☑ New Zealand
☑ United States of America
☑ United Kingdom of Great Britain and Northern Ireland
☑ Mexico
☑ Czechia
☑ Denmark
☑ Finland
☑ Germany
☑ Hungary
☑ Slovakia
☑ Slovenia
☑ Thailand
☑ Argentina
☑ Australia
☑ Switzerland
☑ South Africa
☑ Republic of Korea
☑ Russian Federation
☑ United Arab Emirates

(3.1.1.9) Organization-specific description of risk

Emission regulations (e.g. EU27 countries including Norway and Iceland, USA or China) are implemented and challenge car manufactures to adapt their products to meet these standards (lower emission figures for harmful substances). Concerning CO2 ever more ambitious fleet consumption targets have been set worldwide and continue to be tightened further. The next generation of regulatory requirements aiming at zero emission new cars in Europe by 2035 has recently been politically decided (these EU fleet targets will be reviewed in 2026). Further, the overall traffic and emission situation within cities will probably lead to a growing number of low emission zones in urban areas, in which only vehicles, that meet strict emission requirements, will be allowed to enter. For car manufacturers these regulatory risks may entail the need for significant short-term investments to avoid risks such as payments of penalties or effects on local demand for the BMW Group vehicles up to loss of allowances to offer individual mobility at all (strict emissions zones), with negative impact on sales or margins of these vehicles.The trade-policy-related use of carbon related measurement / footprint-requirements in order to disadvantage competitors can negatively impact demand.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Decreased revenues due to reduced demand for products and services

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☑ Medium-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☑ Likely

(3.1.1.14) Magnitude

Select from:

☑ Medium

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

The risks from air pollution limits exist for all members of the automotive sector. Regulators (e.g. in EU, USA, China) could propose selective, unpredicted reduction requirements to meet regional fleet targets whose design may impact the relative position of the BMW Group in its competitive environment. To achieve worldwide ambitious fleet consumption targets, we need a significant and steeply growing share of electrified vehicles. Here we see significant market pull in many regions and success of our products. However, the framework conditions for e-mobility have not yet been solidified in the majorities of states and cities. The uncertainty of regulations regarding incentives for the accelerated introduction of alternative drive vehicles (granting super credits for fleet limits, user benefits in urban areas, taxation etc.) and the available charging infrastructure have major influence on the volatility of the e-mobility business case and vehicle sales. Furthermore, short-term regulatory changes against our expectations such as tightened emission limits or introduction of new low-emission or prohibited zones could reduce the product portfolio in some world regions offered to customers. Those effects entail the risk of a decline in vehicle sales and margins.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ Yes

(3.1.1.21) Anticipated financial effect figure in the medium-term – minimum (currency)

180000000

(3.1.1.22) Anticipated financial effect figure in the medium-term – maximum (currency)

260000000

(3.1.1.25) Explanation of financial effect figure

i) APPROACH: Nearly all of our worldwide passenger car sales are affected by emission taxation and regulation. If the taxation or regulation is changed on a short notice (1-2 years) adversely to expectations, it might result in a decrease of sales volume. Consequently, benefits on continental or national levels might drop, resulting in an impact on the overall annual result. We assessed this risk under 3 different SSP scenarios, with highest effects expected under SSP1-2.6, where the mid-tern effect is assessed as going up by factor 1,5. ii) CALCULATION: E.g., BMW sales totalled to 2,554,183 units in 2023. A drop in sales of 1 % might have an estimated impact between EUR 180 and 260 million gross profit, depending on the models affected. iii) ASSUMPTIONS: The figures depend on the regional changes in taxation and regulations and the models hereby affected.

(3.1.1.26) Primary response to risk

Infrastructure, technology and spending

☑ Increase investment in R&D

(3.1.1.27) Cost of response to risk

7755000000

(3.1.1.28) Explanation of cost calculation

COST CALCULATION: The cost of management is set equal to R&D expenditures in 2023 (EUR 7.755 billion). Due to competitive advantage issues, we are not able to give here exact numbers but state that Efficient Dynamics technologies / electrification took a significant share of the 2023 R&D expenditure.

(3.1.1.29) Description of response

CASE STUDY: Situation: Emission regulations are implemented and challenge car manufactures to adapt their products to meet these standards (lower emission figures) over time. Further, the overall traffic and emission situation within cities will probably lead to a growing number of low emission zones in urban areas, in which only vehicles, that meet strict emission requirements, will be allowed to enter. Regulations are monitored on a regular basis. Task: We anticipate uncertainty in future taxation systems by increasing the CO2 efficiency of our vehicles. BMW Group's Efficient Dynamics (ED) is a comprehensive technologic approach. It includes ED technologies (e.g. gradually refined combustion engines) as well as PHEVs and BEVs. Action: In order to cope with regulations BMW Group invests into R&D to

increase CO2-efficiency. CO2 management is included in the corporate strategy (target setting, monitoring) and the product development process. We invest major budgets in CO2-reduction ED technologies each year. The BMW Group aims not only to meet the statutory carbon emissions limits, but to undercut them. Within the EU, average carbon fleet emissions, taking into account regulatory requirements and in accordance with WLTP, were 102.1 g CO2/km. Furthermore, we invest a significant share of the R&D expenditure in PHEVs / BEVs. Result: We have thus reduced the carbon emissions of the new vehicle fleet EU by a further 2.9 g compared to the previous year (2022: 105.0 g CO2/km). We remained significantly below the limit of 128.6 g CO2/km applicable to the BMW Group in the year under report by 26.5 g CO2/km, continuing the trend seen in recent decades, driven by the electrification of the vehicle fleet and the fleet-wide deployment of innovative Efficient Dynamics technologies. Deliveries of all-electric cars increased significantly again year on year to 375,716 units (2022: 215,752 units/74.1%).

Water

(3.1.1.1) Risk identifier

Select from:

☑ Risk3

(3.1.1.3) Risk types and primary environmental risk driver

Chronic physical

☑ Water stress

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ South Africa

(3.1.1.7) River basin where the risk occurs

Select all that apply

☑ Limpopo

(3.1.1.9) Organization-specific description of risk

The BMW Plant Rosslyn is located in Limpopo river basin and is currently producing the sixth generation of our 3 Series and is capable of producing up to 75,000 units per annum (units manufactured in 2023: 68,238). The production site is exposed to high water stress due to our WRI Aqueduct analysis which could potentially lead to water scarcity. Consequently, this could lead to interruptions in water supply to our site in Rosslyn. This is WHY the BMW Group has found Plant Rosslyn to be at risk with the potential to constrain planned growth in car production.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Increased production costs

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☑ Short-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☑ Unlikely

(3.1.1.14) Magnitude

Select from:

☑ Low

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

In a potential case of interruptions of production due to water supply, this would increase the production costs.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ Yes

(3.1.1.19) Anticipated financial effect figure in the short-term – minimum (currency)

1

(3.1.1.20) Anticipated financial effect figure in the short-term – maximum (currency)

900000

(3.1.1.25) Explanation of financial effect figure

*We estimated the impact by calculating the increase of production costs caused by a one-week interruption/limitation of water supply. Production costs reflect all expenses needed for operating our manufacturing processes. The following costs substantially increase production costs per week: • Alternative water supply via trucks: within one week approx. 150 trucks required to cover the water needs (approx. EUR 1,000 / per truck) • Wage compensation for extra shifts (approx. EUR 350,000 / per weekly work volume) • Sales measures for customer information, compensation and retention (approx. EUR 400,000 / per weekly production volume) In the case of a one-week interruption/limitation of water supply, the increased production costs are approximately EUR 900,000. (150 * 1,000) 150,000 350,000 400,000 900,000*

(3.1.1.26) Primary response to risk

Infrastructure, technology and spending

☑ Adopt water efficiency, water reuse, recycling and conservation practices

(3.1.1.27) Cost of response to risk

40000000

(3.1.1.28) Explanation of cost calculation

Global environmental protection investments to improve water efficiency. The focus is on coating technologies, as these have the highest water requirements. The environmental protection investments are based on a breakdown of investment volumes by relevant environmental topics. Investments in facilities and site redesigns are subject to annual fluctuations. In recent years, these investments to improve water efficiency have averaged approx. EUR 40 million p.a. worldwide. For competitive reasons, we cannot disclose the specific investments in equipment and infrastructure measures for our site Rosslyn in 2023. Our site in Rosslyn covered around 3% of the total production volume in 2023.

(3.1.1.29) Description of response

i) RESPONSE STRATEGY: Risks of scarcity of natural resources are most directly tackled by maximizing resource efficiency. This is WHY our primary response strategy is to continuously reduce potable water consumption per vehicle by 25% by 2030 (base year: 2016). We continuously work on improving our water efficiency to achieve this company wide target. To reduce water consumption, we optimize processes, reuse water inside our processes (partially after recycling it) and invest in more efficient technologies. Over the last years (and also in 2023), a share of our total investments in production technologies of about EUR 40 million p.a, worldwide can be attributed to investments in increased water efficiency. At our plant Rosslyn, we considered the protection of water quality. This is how the "Blue Dust" project was implemented in 2023. A pilot project to implement chemical-free water treatment for cooling towers. Furthermore, for Rosslyn a specific contingency plan exists. In case local water supply is interrupted / limited, separate water can be provided with trucks for some days, e.g., to ensure the work at the paint shop. Furthermore, in case interruptions would occur, we can shift volumes between plants and / or we can catch up lost volumes in the affected plant itself due to our flexible production system. In combination with our worldwide insurance solution possible financial implications can be further reduced. ii) TIMESCALE FOR IMPLEMENTATION: The above mentioned measures have been IMPLEMENTED during the reporting year.

Climate change

(3.1.1.1) Risk identifier

Select from:

☑ Risk2

(3.1.1.3) Risk types and primary environmental risk driver

Acute physical

☑ Other acute physical risk, please specify :extreme weather events

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ Brazil

☑ India

☑ South Africa

☑ United States of America

(3.1.1.9) Organization-specific description of risk

Climate change causes a higher frequency of temperature extremes and extreme weather events (e.g.heatwaves, storms and floods). Those extremes may lead to damaged production sites, damaged transportation infrastructure or disruptions in production capacity due to affected energy structures or shortages in energy or water availabilities.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Decreased revenues due to reduced production capacity

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☑ Short-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☑ Likely

(3.1.1.14) Magnitude

Select from:

☑ High

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Production sites of the BMW Group in vulnerable regions are affected. This is for example of particular concern for the production sites in the USA (South Carolina), South Africa, India or Brazil (e.g. storms, temperature extremes and extreme dryness). The BMW Group faced several damages due to extreme weather events in

the last years. As a consequence BMW was under pressure to produce the ordered vehicles. A feasibility study was carried out for evaluation of natural risks (including extreme weather events) regarding all BMW productions sites worldwide.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ Yes

(3.1.1.19) Anticipated financial effect figure in the short-term – minimum (currency)

1

(3.1.1.20) Anticipated financial effect figure in the short-term – maximum (currency)

900000000

(3.1.1.25) Explanation of financial effect figure

i) APPROACH: These vary widely with the degree of damage. E.g. a strong storm could cause severe damages to the plant in Spartenburg and cause a break in production for a number of days to months. ii) CALCULATION: In 2023, 410,793 units were produced at this site. Given that prevention measures are proactively taken, the damage cost and lost revenue would be up to EUR 900 million. iii) ASSUMPTIONS: However, due to our flexible production system we can shift volumes between plants and / or we can catch up lost volumes in the affected plant itself. In combination with our worldwide insurance solution possible financial implications can be reduced to a large extent.

(3.1.1.26) Primary response to risk

Infrastructure, technology and spending

☑ Other infrastructure, technology and spending, please specify :plan, implement and optimize mitigation strategies

(3.1.1.27) Cost of response to risk

150000000

(3.1.1.28) Explanation of cost calculation

COST CALCULATION: The cost of managing the risk contain: Insurance premiums for our locations including the production facilities and supply chain interruptions, which were below EUR 50 million. Tool development and personnel costs of risk engineers made several EUR 100,000. Resource efficiency investments are year by year roughly above EUR 100 million.

(3.1.1.29) Description of response

CASE STUDY: Situation: Climate change causes a higher frequency of temperature extremes and extreme weather events (e.g. heatwaves, storms and floods). Those extremes may lead to damaged production sites, damaged transportation infrastructure or disruptions in production capacity due to affected energy structures or shortages in energy or water availabilities. Task: To avoid production stoppages, BMW Group had to identify sites at risk and is taking specific preventive measures, e.g. our flexible production system where we can shift volumes between plants. Action: BMW Group uses a natural hazard risk analysis tool. Depending on individual vulnerability, exact geographical position and elevation all relative risks (in %) are analyzed for hazards like flood, storm, extreme temperatures etc. Each existing and new location is analyzed and mitigation measures are taken. Specific analyzing tools include a site selection tool. Result: All results are considered for choosing new locations and defining mitigation measures. Vulnerability to direct physical climate risks is evaluated at 100 % of production sites and preparedness plans exist. To avoid production stoppages, we have already taken preventive measures at our production sites and other premises, such as the installation of sluicegates at the plant in Chennai, India. Further examples are the inclusion of risks of flooding after hard rain in the planning of our new plants in Brazil and Mexico. As well as for Spartanburg, a plan to minimize damages in case of extreme weathers exists (e.g. removal of vehicles from danger zones). For remaining risks tailor-made insurance contracts covering risks at our locations worldwide exist. Complementary we increase energy and water efficiency in our production network to increase resource independency.

Water

(3.1.1.1) Risk identifier

Select from:

☑ Risk4

(3.1.1.3) Risk types and primary environmental risk driver

Chronic physical

☑ Rationing of municipal water supply

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ Direct operations

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ India

(3.1.1.7) River basin where the risk occurs

Select all that apply

☑ Other, please specify :India East Coast, Delta

(3.1.1.9) Organization-specific description of risk

Water shortage in India has become a nationwide problem. Water is nearly always in short supply in many areas of India and many of the approximately 1.4 billion inhabitants of the country worry about their water – or have had barely enough drinking water for a long time. Around half of the population is affected by severe water shortages, in more than 20 large cities there is barely enough clean groundwater left. And in ten years, around 40 per cent of the Indian population may have no access to drinking water. Our production site in Chennai is exposed to extreme high water stress – also confirmed by our WRI Aqueduct analysis. Consequently, this could also lead to temporary rationing of municipal water supply. This is WHY the BMW Group has found plant Chennai to be at risk with the potential risk to face reduction or disruption in production capacity.

(3.1.1.11) Primary financial effect of the risk

Select from:

☑ Disruption in production capacity

(3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

☑ Short-term

(3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

☑ Unlikely

(3.1.1.14) Magnitude

Select from:

☑ Low

(3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

An interruption in production capacity could have a negative impact on expected sales.

(3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

☑ Yes

(3.1.1.19) Anticipated financial effect figure in the short-term – minimum (currency)

1

(3.1.1.20) Anticipated financial effect figure in the short-term – maximum (currency)

76320000

(3.1.1.25) Explanation of financial effect figure

*The potential financial impact amounts to EUR 76.3 million under the assumption that the BMW Group loses 5% of the entire sales from a delay or suspension of vehicle production due to unstable supply of water. Basis of calculation: (A) Number of sold cars manufactured at plant Chennai in 2023: 15,264 (B) Sales lost due to a setback in production: 5% (C) Price of BMW X7, the flagship model manufactured in India: EUR 100,000 Calculation: (A: 15,264) * (B: 5%) * (C: 100,000) EUR 76,320,000*

(3.1.1.26) Primary response to risk

Infrastructure, technology and spending

☑ Adopt water efficiency, water reuse, recycling and conservation practices

(3.1.1.27) Cost of response to risk

10000

(3.1.1.28) Explanation of cost calculation

Annual expenditure on the management of rainwater harvesting amounts to less than EUR 10,000 in the reporting year.

(3.1.1.29) Description of response

i) RESPONSE STRATEGY: The company pays particular attention to carefully using this raw material in regions where there is a shortage of water, respecting the natural conditions of the respective locations. Since water shortage is a serious issue at our plant in Chennai, we installed in 2020 two rainwater harvesting ponds with a total capacity of 2,000 m3 to collect rainwater during the monsoon season. We set the target to cover 40% of the plant's water need in 2023. Sustainable use of this precious resource is also an important concern for the BMW Group outside its production facilities as well. The company is committed to the highest environmental and social standards in its operations and throughout its supply chain and engages in a number of environmentally and socially sustainable projects and initiatives. The BMW India Foundation commissioned a rainwater harvesting system in the Nuh district in the northern Indian state of Haryana in September 2020 as part of the "water for future" project. This project was carried out in cooperation with the Indian non-governmental organisation SM Sehgal Foundation. A special biosand filtration technology was installed for this in the water tanks of five schools in the region. This technology removes microbes and other impurities from the collected rainwater to produce clean drinking water. More than 2,200 students and teachers from these schools have since had access to this clean water. ii) TIMESCALE FOR IMPLEMENTATION: All above mentioned measures have been IMPLEMENTED and are ONGOING. In 2023, about 12 million litres of rainwater have been collected so far and utilized for water leak test and other requirements. This amount covers up to 100 % of the plant's water needs.
[Add row]

(3.1.2) Provide the amount and proportion of your financial metrics from the reporting year that are vulnerable to the substantive effects of environmental risks.

Climate change

(3.1.2.1) Financial metric

Select from:
☑ Revenue

(3.1.2.2) Amount of financial metric vulnerable to transition risks for this environmental issue (unit currency as selected in 1.2)

0

(3.1.2.3) % of total financial metric vulnerable to transition risks for this environmental issue

Select from:

☑ Less than 1%

(3.1.2.4) Amount of financial metric vulnerable to physical risks for this environmental issue (unit currency as selected in 1.2)

900000000

(3.1.2.5) % of total financial metric vulnerable to physical risks for this environmental issue

Select from:

☑ Less than 1%

(3.1.2.7) Explanation of financial figures

The values are an example of revenue vulnerable to a specific physical climate change risk. This does not display the whole revenue vulnerable to physical or transition risk of the BMW Group. Climate change causes a higher frequency of temperature extremes and extreme weather events (e.g. heatwaves, storms and floods). Those extremes may lead to damaged production sites, damaged transportation infrastructure or disruptions in production capacity due to affected energy structures or shortages in energy or water availabilities. In 2023, 410,793 units were produced at this site. Given that prevention measures are proactively taken, the damage cost and lost revenue would be up to EUR 900 million. However, due to our flexible production system we can shift volumes between plants and / or we can catch up lost volumes in the affected plant itself. In combination with our worldwide insurance solution possible financial implications can be reduced to a large extent. With the new CSRD regulation upcoming for reporting year 2024 the BMW Group is currently assessing if further implementation to report additional information on financial metrics vulnerable to environmental risks is necessary.

Water

(3.1.2.1) Financial metric

Select from:

☑ Revenue

(3.1.2.2) Amount of financial metric vulnerable to transition risks for this environmental issue (unit currency as selected in 1.2)

0

(3.1.2.3) % of total financial metric vulnerable to transition risks for this environmental issue

Select from:

☑ Less than 1%

(3.1.2.4) Amount of financial metric vulnerable to physical risks for this environmental issue (unit currency as selected in 1.2)

900000

(3.1.2.5) % of total financial metric vulnerable to physical risks for this environmental issue

Select from:

☑ Less than 1%

(3.1.2.7) Explanation of financial figures

The values are an example of revenue vulnerable to a specific physical water risk. This does not display the whole revenue vulnerable to physical or transition risk of the BMW Group. It is estimated by calculating the increase of production costs caused by a one-week interruption/limitation of water supply. Production costs reflect all expenses needed for operating our manufacturing processes. The following costs substantially increase production costs per week: • Alternative water supply via trucks: within one week approx. 150 trucks required to cover the water needs (approx. EUR 1,000 / per truck) • Wage compensation for extra shifts (approx. EUR 350,000 / per weekly work volume) • Sales measures for customer information, compensation and retention (approx. EUR 400,000 / per weekly production volume) In the case of a one-week interruption/limitation of water supply, the increased production costs are approximately EUR 900,000. With the new CSRD regulation upcoming for reporting year 2024 the BMW Group is currently assessing if further implementation to report additional information on financial metrics vulnerable to environmental risks is necessary.
[Add row]

(3.2) Within each river basin, how many facilities are exposed to substantive effects of water-related risks, and what percentage of your total number of facilities does this represent?

Row 1

(3.2.1) Country/Area & River basin

Mozambique

☑ Limpopo

(3.2.2) Value chain stages where facilities at risk have been identified in this river basin

Select all that apply

☑ Direct operations

(3.2.3) Number of facilities within direct operations exposed to water-related risk in this river basin

1

(3.2.4) % of your organization's total facilities within direct operations exposed to water-related risk in this river basin

Select from:

☑ 1-25%

(3.2.10) % organization's total global revenue that could be affected

Select from:

☑ 1-10%

(3.2.11) Please explain

The BMW Group production site in South Africa is exposed to water stress. Measures are in place to increase water efficiency and contingency plans exist.

Row 2

(3.2.1) Country/Area & River basin

India

☑ Other, please specify **:**India East Coast, Delta

(3.2.2) Value chain stages where facilities at risk have been identified in this river basin

Select all that apply

☑ Direct operations

(3.2.3) Number of facilities within direct operations exposed to water-related risk in this river basin

1

(3.2.4) % of your organization's total facilities within direct operations exposed to water-related risk in this river basin

Select from:

☑ 1-25%

(3.2.10) % organization's total global revenue that could be affected

Select from:

☑ 1-10%

(3.2.11) Please explain

The BMW Group production site in India is exposed to water stress. Measures are in place to increase water efficiency and contingency plans exist.
[Add row]

(3.3) In the reporting year, was your organization subject to any fines, enforcement orders, and/or other penalties for water-related regulatory violations?

	Water-related regulatory violations	Comment
	Select from: ☑ No	*N/A*

[Fixed row]

(3.5) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

Select from:

☑ Yes

(3.5.1) Select the carbon pricing regulation(s) which impact your operations.

Select all that apply

☑ EU ETS

☑ South Africa carbon tax

☑ UK ETS

(3.5.2) Provide details of each Emissions Trading Scheme (ETS) your organization is regulated by.

EU ETS

(3.5.2.1) % of Scope 1 emissions covered by the ETS

47

(3.5.2.2) % of Scope 2 emissions covered by the ETS

0

(3.5.2.3) Period start date

12/31/2022

(3.5.2.4) Period end date

12/30/2023

(3.5.2.5) Allowances allocated

48357

(3.5.2.6) Allowances purchased

0

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

332694

(3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

0

(3.5.2.9) Details of ownership

Select from:

☑ Other, please specify **:**Own facilities operated & own aircrafts

(3.5.2.10) Comment

The above-mentioned allowances (48,357 metric tons CO2e) are those allocated in the reporting year 2023. The difference between the verified emissions of 332,694 metric tons CO2e in the reporting year and the allocated allowances in the reporting year are covered with allocated allowances from the past years which we have saved due to our CO2 efficient operations. Between 2006 and 2023, we increased energy efficiency by 41 % and reduced CO2-emissions per vehicle produced significantly. Besides sourcing 100 % green electricity from 2020, we will consistently invest in optimizing energy efficiency. In 2020, we have set ourselves the goal of reducing CO2-emissions (according to the 1,5 path).

UK ETS

(3.5.2.1) % of Scope 1 emissions covered by the ETS

5

(3.5.2.2) % of Scope 2 emissions covered by the ETS

0

(3.5.2.3) Period start date

12/31/2022

(3.5.2.4) Period end date

12/30/2023

(3.5.2.5) Allowances allocated

7879

(3.5.2.6) Allowances purchased

28268

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

36147

(3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

30736

(3.5.2.9) Details of ownership

Select from:

☑ Facilities we own and operate

(3.5.2.10) Comment

The above-mentioned allowances (7,879 metric tons CO2e) are those allocated in the reporting year 2023. Furthermore, we purchased 28,268 metric tons CO2e allowances. Between 2006 and 2023, we increased energy efficiency by 41 % and reduced CO2-emissions per vehicle produced significantly. Besides sourcing 100 % green electricity from 2020, we will consistently invest in optimizing energy efficiency. In 2020, we have set ourselves the goal of reducing CO2-emissions (according to the 1,5 path).
[Fixed row]

(3.5.3) Complete the following table for each of the tax systems you are regulated by.

South Africa carbon tax

(3.5.3.1) Period start date

12/31/2022

(3.5.3.2) Period end date

12/30/2023

(3.5.3.3) % of total Scope 1 emissions covered by tax

1.4

(3.5.3.4) Total cost of tax paid

19829

(3.5.3.5) Comment

Local Tax paid for carbon emissions from Plant, NSC and VDC.
[Fixed row]

(3.5.4) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?

Our strategy for complying with the EU ETS is first and foremost the continuous reduction of CO2 emissions through our Clean Production strategy. Between 2006 and 2023, we increased energy efficiency by 41 % and reduced CO2 emissions per vehicle produced significantly. In 2020, we have set ourselves the goal of reducing CO2 emissions per vehicle produced by another 80 % by 2030 compared to the base year 2019. Compared to 2006, this will leave less than 10 % of the original CO2 emissions. We want to be the leading OEM in renewable energy usage in production and the value-added chain. We aim to have each production site worldwide being powered by the most ecologically and economically sustainable energy resource available. The USA plant in Spartanburg for example, covers around 50 % of its fuel needs by utilizing gas recovered from a nearby landfill site. In 2020, we made another step in this direction by purchasing 100 % green electricity, i. e. energy generated from renewable sources for all our locations worldwide as well as the BMW Brilliance Automotive (BBA) joint venture. In 2023, total Scope 1 and 2 CO2 emissions amounted to 824,074 tons of CO2 (2022: 785,357 tons). Energy from renewable sources added in 2023 to about 2,794 GWh, which equals to a share of around 41 % renewable energy. APPLICATION OF THE STRATEGY: To ensure compliance with the EU ETS, all allowances of our European production sites are pooled and handled by a central function "Location Development, Energy, Environmental Protection". As a benefit of our Group-wide targets for the production network to reduce the key indicator energy consumption per vehicle produced we profit from allowances saved through our performance in previous years. In the 3rd phase of the ETS (since 2013) EUA allocation is reserved merely for heat and faced a reduction from 80 % in 2013 to 30 % in 2020. The price for EUAs increased already significantly and varied in 2023 around EUR 60-100 per ton. We expect the price to further increase significantly in the following years which is also reflected in our business case calculations. The exposure of the BMW Group is minimized due to the advancements in resource and energy efficiency. Use of cogeneration plants might cause the need to purchase additional allowances in the future, but contribute to our overall Scope 1 and Scope 2 CO2 target and cost efficiency and have a mid-term the potential, to reduce Scope 1 CO2 emissions if the availability of renewable fuels improves on a larger scale in the EU. The BMW Group uses "banking of allowances" for the 3rd Phase of the ETS. In the 4th phase (starting with 2021) of the EU ETS the free allowances have been reduced for our industry and will end in 2030. With our long-term target of CO2 reduction in Scope 1 and 2 by 80 % per vehicle produced we will reduce our need of allowances significantly. Nevertheless, until the end of the 4th ETS phase we will need and purchase additional allowances to comply with regulatory expectations.

(3.6) Have you identified any environmental opportunities which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?

	Environmental opportunities identified
Climate change	*Select from:* ☑ Yes, we have identified opportunities, and some/all are being realized
Water	*Select from:*

	Environmental opportunities identified
	☑ Yes, we have identified opportunities, and some/all are being realized

[Fixed row]

(3.6.1) Provide details of the environmental opportunities identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.

Climate change

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp1

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Capital flow and financing

☑ Access to new financing options

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ China

☑ Brazil

☑ India
☑ Italy
☑ Japan
☑ Spain
☑ Norway
☑ Poland
☑ Sweden
☑ Austria
☑ Belgium
☑ Ireland
☑ Romania
☑ Bulgaria
☑ Malaysia
☑ Portugal
☑ Indonesia
☑ Singapore
☑ Luxembourg
☑ Netherlands
☑ New Zealand
☑ United States of America
☑ United Kingdom of Great Britain and Northern Ireland
☑ Canada
☑ France
☑ Greece
☑ Mexico
☑ Czechia
☑ Denmark
☑ Finland
☑ Germany
☑ Hungary
☑ Slovakia
☑ Slovenia
☑ Thailand
☑ Argentina
☑ Australia
☑ Switzerland
☑ South Africa
☑ Republic of Korea
☑ Russian Federation
☑ United Arab Emirates

(3.6.1.8) Organization specific description

Sustainable investment funds operating in Europe and US have established themselves as highly relevant players in capital markets. Private investors look upon sustainability ratings as indicator for future performance and therefore may grant credits at lower interest rates. Companies with a good sustainability rating could therefore profit from those lower interest rates and have a competitive advantage against other companies. In the previous year, the BMW Group reported on the Taxonomy-eligible and Taxonomy-aligned proportion of its revenues, capital expenditure and operating expenditure for Environmental Objectives I and II. From reporting year 2023 on, the BMW Group is also required to report on the proportion of Taxonomy-eligible revenues, capital expenditure and operating expenditure for Environmental Objectives III to VI for the first time, following the new Delegated Regulation 2023/2486. New activities for Environmental Objectives I and II are set out by Delegated Regulation 2023/2485. The BMW Group will be required to report on Taxonomy alignment for all environmental objectives from reporting year 2024

onwards. Given the abundance of more or less substantiated claims on "carbon neutrality", "Paris Commitment" etc. we support the objective of the CSRD/ESRS System to establish clearer, more transparent criteria for climate disclosure and hope this will benefit our external perception.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Increased access to capital at lower/more favorable rates

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☑ Short-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☑ Likely (66–100%)

(3.6.1.12) Magnitude

Select from:

☑ Medium

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Many ratings and awards attest the BMW Group sustainability leadership. Efficient technologies, solutions for sustainable mobility, and clean production are just some of the aspects that ensure the leading role of the BMW Group regarding sustainability. Market research and media analyses show that the corporate image of the BMW Group is influenced very positively by its sustainability performance, thus increasing its attractiveness for potential investors. The reputation is directly influencing our credit rating and thus our funding costs for the financial service business. The BMW Group has a long-term credit rating of "A2" by Moody's and A by "Standard &Poors". We are since many years one of the leading companies in the sustainability ratings CDP and represented in the MSCI ESG, Sustainalytics and ISS ESG indexes.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☑ Yes

(3.6.1.17) Anticipated financial effect figure in the short-term - minimum (currency)

1

(3.6.1.18) Anticipated financial effect figure in the short-term – maximum (currency)

80000000

(3.6.1.23) Explanation of financial effect figures

i) APPROACH: Our sustainability reputation is directly influencing our credit rating and thus our funding costs for the financial service business. ii) CALCULATION: E.g.: a potential advantage could be -0.10 %-points interest rate relative to our competitors, which equals approximately EUR 80 million income. iii) ASSUMPTIONS: We assumed a constant funding volume for the financial service business.

(3.6.1.24) Cost to realize opportunity

14721000000

(3.6.1.25) Explanation of cost calculation

COST CALCULATION: Improving resource- and CO2-efficiency in our operations / of our products is an integral part when developing and realizing solutions to meet our customer's needs. People are behind all that which is why we set management costs equal to personnel expenses (EUR 14,721 million in 2023). These contain also several FTEs (e.g. in Investor Relations) to realize a transparent communication to all stakeholders.

(3.6.1.26) Strategy to realize opportunity

CASE STUDY: Situation: Sustainable investment funds operating in Europe and US have established themselves as highly relevant players in capital markets. Private investors look upon sustainability ratings as indicator for future performance and therefore may grant credits at lower interest rates. Task: Ecological reputation relies on the ecological performance of BMW Group and its products. As many ratings and awards attest the BMW Group sustainability leadership, it has to secure this position. Action: Among other objectives, to maintain BMW Group's good reputation regarding sustainability we invest in efficient technologies, solutions for sustainable mobility and clean production. (1) Basis for our reputation are the results achieved in product and production efficiency. A broad range of electrified vehicles (2023: 375,716 BEVs sold) as well as mobility services add to the substances behind our reputation. Likewise contributes our "Clean Production" approach to reduce negative impacts on the environment. Compared with the base year 2019, the BMW Group intends to reduce the average amount of carbon emissions per vehicle produced by a further 80% by 2030. (2) We improve image and reputation by transparent communication e.g. since 2020, through our new approach to reporting for the BMW Group, ratings such as CDP or investor relation meetings and conferences. (3) The BMW Group put a strong focus on Scope 3 upstream

emissions since 2020 and addressed the impact of electrification on the supply chain carbon footprint as a strategic need for action. Result: The BMW Group has maintained a good ranking in prestigious sustainability ratings in 2023. For instance, the BMW Group is represented in the MSCI ESG, Sustainalytics and ISS ESG indexes and is well positioned in its sector in all three. Due to its transparent reporting of carbon emissions, the BMW Group is again in the top grouping of the CDP rating list.

Water

(3.6.1.1) Opportunity identifier

Select from:

☑ Opp2

(3.6.1.3) Opportunity type and primary environmental opportunity driver

Resource efficiency

☑ Increased efficiency of production and/or distribution processes

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Direct operations

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ China
☑ India
☑ Italy
☑ Japan
☑ Spain
☑ Norway
☑ Poland
☑ Sweden
☑ Brazil
☑ Canada
☑ France
☑ Greece
☑ Mexico
☑ Czechia
☑ Denmark
☑ Finland

☑ Austria
☑ Belgium
☑ Ireland
☑ Romania
☑ Bulgaria
☑ Malaysia
☑ Portugal
☑ Indonesia
☑ Singapore
☑ Luxembourg
☑ Netherlands
☑ New Zealand
☑ United States of America
☑ United Kingdom of Great Britain and Northern Ireland
☑ Germany
☑ Hungary
☑ Slovakia
☑ Slovenia
☑ Thailand
☑ Argentina
☑ Australia
☑ Switzerland
☑ South Africa
☑ Republic of Korea
☑ Russian Federation
☑ United Arab Emirates

(3.6.1.6) River basin where the opportunity occurs

Select all that apply

☑ Limpopo
☑ Other, please specify :East Coast Delta

(3.6.1.8) Organization specific description

Global consumption of water resources is still rising – asking for solutions to decouple our water consumption from the growth of our production volume. Therefore, the BMW Group set an ambitious target (see 9.15.2) to reduce potable water consumption per vehicle produced by 25 % by 2030 (base year: 2016). We continuously establish innovative technologies and more efficient processes in our company-wide global production sites and, in doing so, steadily reduce water consumption. We also consider improved water efficiency in our operations as an opportunity BECAUSE our actions will lead to lower production costs caused by both water savings and reduced costs of for treatment and disposal of wastewater. To increase water efficiency in our manufacturing processes, we test and implement new technologies such as • dry separation in the painting process: The air contaminated with paint particles is cleaned using a special recirculation system and cardboard filters instead of "washing out" the excess paint particles with water. • closed cooling circuits: Water is also needed to cool machines down and humidify air in air-conditioning systems. A lot of water evaporates during hot weather periods. The loss of evaporated water is reduced by using closed instead of open cooling circuits. In addition, we steadily implement solutions to increase water recycling and reuse, particularly in our paint shop (a major consumer of water).

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Reduced direct costs

(3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

☑ Short-term

(3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

☑ Likely (66–100%)

(3.6.1.12) Magnitude

Select from:

☑ Medium-low

(3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

Improved water efficiency in our operations leads to lower production costs caused by both water savings and reduced costs for treatment and disposal of wastewater. Measures that have been piloted and proved successful at individual locations are continuously refined, and the expertise gained in the process is then rolled out to our worldwide network of plants. Regarding the timescale, measures are continuously reviewed on a year-on-year basis and progress is reported to responsible committees.

(3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

☑ Yes

(3.6.1.17) Anticipated financial effect figure in the short-term - minimum (currency)

1

(3.6.1.18) Anticipated financial effect figure in the short-term – maximum (currency)

5250000

(3.6.1.23) Explanation of financial effect figures

*The BMW Group intends to reduce its energy and potable water consumption, waste for disposal, and the amount of solvents used per vehicle produced by 25 % in each category by 2030 (base year 2016). In 2023, potable water consumption per vehicle manufactured was 1.78 m3. We aim to achieve a potable water consumption per vehicle manufactured of 1.50 m3 in 2030, which is 280 litres or 0.3 m3 less per vehicle compared to 2023. CALCULATION / ASSUMPTIONS: Water efficiency potential: 0.3 m3 / per vehicle Timeframe: 7 years, linear progression assumed Volume of manufactured vehicles: 2,500,000 p.a. Water price: EUR 2 / m3 0.3 [m3/vehicle] * 2,500,000 [vehicles/year] * 7 [years] / 2 [linear progression] * 2 [EUR] 5,250,000 [EUR]*

(3.6.1.24) Cost to realize opportunity

0

(3.6.1.25) Explanation of cost calculation

As cost to realize opportunity we state 0, because water efficiency is an integrated investment within invest until 2030 for new technologies, refurbishments etc. It represents a substantial share of the investment volume, but the specific share cannot be calculated with reasonable effort and we do not wish to disclose it in detail for competitive reasons.

(3.6.1.26) Strategy to realize opportunity

Investment in new technologies within new production technologies. New and efficient technologies when changing / refurbishing structures or production technology. [Add row]

(3.6.2) Provide the amount and proportion of your financial metrics in the reporting year that are aligned with the substantive effects of environmental opportunities.

Climate change

(3.6.2.1) Financial metric

Select from:

☑ Revenue

(3.6.2.2) Amount of financial metric aligned with opportunities for this environmental issue (unit currency as selected in 1.2)

80000000

(3.6.2.3) % of total financial metric aligned with opportunities for this environmental issue

Select from:

☑ Less than 1%

(3.6.2.4) Explanation of financial figures

The values are an example of revenue aligned with a climate change opportunity. This does not display the whole revenue aligned to opportunities of the BMW Group. Our sustainability reputation is directly influencing our credit rating and thus our funding costs for the financial service business. E.g.: a potential advantage could be -0.10 % points interest rate relative to our competitors, which equals approximately EUR 80 million income. We assumed a constant funding volume for the financial service business. With the new CSRD regulation upcoming for reporting year 2024 the BMW Group is currently assessing if further implementation to report additional information on financial metrics aligned with environmental opportunities is necessary.

Water

(3.6.2.1) Financial metric

Select from:

☑ Revenue

(3.6.2.2) Amount of financial metric aligned with opportunities for this environmental issue (unit currency as selected in 1.2)

5250000

(3.6.2.3) % of total financial metric aligned with opportunities for this environmental issue

Select from:

☑ Less than 1%

(3.6.2.4) Explanation of financial figures

*The values are an example of revenue aligned with a water opportunity. This does not display the whole revenue aligned to opportunities of the BMW Group. The BMW Group intends to reduce its energy and potable water consumption, waste for disposal, and the amount of solvents used per vehicle produced by 25 % in each category by 2030 (base year 2016). In 2023, potable water consumption per vehicle manufactured was 1.78 m3. We aim to achieve a potable water consumption per vehicle manufactured of 1.50 m3 in 2030, which is 280 litres or 0.3 m3 less per vehicle compared to 2023. CALCULATION / ASSUMPTIONS: Water efficiency potential: 0.3 m3 / per vehicle Timeframe: 7 years, linear progression assumed Volume of manufactured vehicles: 2,500,000 p.a. Water price: EUR 2 / m3 0.3 [m3/vehicle] * 2,500,000 [vehicles/year] * 7 [years] / 2 [linear progression] * 2 [EUR] 5,250,000 [EUR] With the new CSRD regulation upcoming for reporting year 2024 the BMW Group is currently assessing if further implementation to report additional information on financial metrics aligned with environmental opportunities is necessary.*

[Add row]

C4. Governance

(4.1) Does your organization have a board of directors or an equivalent governing body?

(4.1.1) Board of directors or equivalent governing body

Select from:

☑ Yes

(4.1.2) Frequency with which the board or equivalent meets

Select from:

☑ More frequently than quarterly

(4.1.3) Types of directors your board or equivalent is comprised of

Select all that apply

☑ Non-executive directors or equivalent

☑ Independent non-executive directors or equivalent

(4.1.4) Board diversity and inclusion policy

Select from:

☑ Yes, and it is publicly available

(4.1.5) Briefly describe what the policy covers

BMW Group's Diversity Policy (applicable to all employees and the board) emphasizes the importance of diversity, equity, and inclusion as core aspects of its HR strategy. With a workforce of more than 150,000 employees from over 110 nations, the company fosters a culture of respect, openness, and appreciation. Diversity is seen as a source of strength, enhancing competitiveness, effectiveness, and innovation. The policy focuses on five dimensions of diversity: gender, age and experience, abilities, sexual orientation and identity, and cultural background. The BMW Group is committed to equal opportunities, fair pay, and actively supports various initiatives to ensure an inclusive work environment for all.

(4.1.6) Attach the policy (optional)

The power of diversity.pdf,BMW AG - The Valuable 500.pdf
[Fixed row]

(4.1.1) Is there board-level oversight of environmental issues within your organization?

Climate change

(4.1.1.1) Board-level oversight of this environmental issue

Select from:
☑ Yes

Water

(4.1.1.1) Board-level oversight of this environmental issue

Select from:
☑ Yes

Biodiversity

(4.1.1.1) Board-level oversight of this environmental issue

Select from:
☑ No, but we plan to within the next two years

(4.1.1.2) Primary reason for no board-level oversight of this environmental issue

Select from:
☑ Other, please specify **:**In general, there is board-level oversight for all nature issues, the approach to anchor biodiversity into our strategy is under development in 2024.

(4.1.1.3) Explain why your organization does not have board-level oversight of this environmental issue

The BMW Group also takes biodiversity into account at its various locations worldwide. It assesses biodiversity in the context of its plants, using a biodiversity indicator as an example within the framework of ecological verification procedures. Based on this assessment, measures to improve these habitats are then proposed accordingly. We are also committed to protecting biodiversity in countries where our renewable raw materials are grown. In Indonesia, for instance, we therefore support local nature conservation initiatives that are dedicated to preserving natural biodiversity via the "Living Rubber" project. We see the most meaningful contribution to mitigating negative impacts on biodiversity in the reduction of primary raw material demand. Therefore, our Circular Economy approach will be utilized also to take the impact of different raw materials and their impacts into account beyond the current climate-impact led steering mechanism. We are also currently analysing biodiversity-related impacts as well as the opportunities and risks in order to develop corresponding targets and the next steps moving forward. This environmental issue will be further institutionalized within the BMW Group in the future.
[Fixed row]

(4.1.2) Identify the positions (do not include any names) of the individuals or committees on the board with accountability for environmental issues and provide details of the board's oversight of environmental issues.

Climate change

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

☑ Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☑ Board Terms of Reference

☑ Board mandate

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

☑ Scheduled agenda item in every board meeting (standing agenda item)

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

☑ Reviewing and guiding annual budgets

☑ Overseeing and guiding scenario analysis

☑ Overseeing the setting of corporate targets

☑ Monitoring progress towards corporate targets

☑ Approving corporate policies and/or commitments

☑ Overseeing reporting, audit, and verification processes

☑ Monitoring the implementation of a climate transition plan

☑ Overseeing and guiding the development of a business strategy

☑ Overseeing and guiding acquisitions, mergers, and divestitures

☑ Monitoring supplier compliance with organizational requirements

☑ Monitoring compliance with corporate policies and/or commitments

☑ Overseeing and guiding the development of a climate transition plan

☑ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities

☑ Overseeing and guiding public policy engagement

☑ Reviewing and guiding innovation/R&D priorities

☑ Approving and/or overseeing employee incentives

☑ Overseeing and guiding major capital expenditures

☑ Monitoring the implementation of the business strategy

(4.1.2.7) Please explain

i) WHO BRIEFS THE BOARD ON WHAT The BMW Group's long-term corporate strategies are determined by the Board of Management. Responsibility for implementing the Group's sustainability goals therefore lies with the full board. We selected "scheduled agenda item in every board meeting (standing agenda item)" as well as the respective "governance mechanisms" because it is OBLIGATORY and an integral component for EVERY SUBMISSION to the Board of Management to assess implications on sustainability issues such as resource consumption or impact on the environment. ii) CLIMATE ISSUES AS SCHEDULED AGENDA ITEMS According to our vision of being a very successful and sustainable premium provider of individual mobility many decisions are directly or indirectly linked to climate-related issues. Sustainability is a core principle in our BMW Group strategy and anchored in the strategic approach. As part of the procedures for managing sustainability on an integrated basis at corporate level, a Group target system has been created, which has been implemented for each of the board members' areas of responsibility. iii) CONTRIBUTION TO BOARD OVERSIGHT When the board is reviewing and guiding our strategy, business plans, annual budgets or overseeing major capital expenditures, acquisitions and divestitures sustainability plays a key role as part of our strategic approach. This is how the governance mechanisms contribute to the Board's oversight of climate issues. EXAMPLE: The climate targets set by the Group have been implemented at the level of product lines down to the individual derivative. Each one of them has targets for efficiency as well as the supply chain footprint, thereby linking the corporate targets for Scope 3 upstream

and Scope 3 downstream to individual decisions in the development and the purchasing process. Achievement of these targets (as well as need for additional measures or target modifications) is monitored and reported into the regular process of product project decision making in the board.

Water

(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

Select all that apply

☑ Board-level committee

(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

Select from:

☑ Yes

(4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

☑ Board Terms of Reference

☑ Board mandate

☑ Other policy applicable to the board, please specify **:**Environmental statement

(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

☑ Scheduled agenda item in some board meetings – at least annually

(4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

☑ Reviewing and guiding annual budgets

☑ Overseeing and guiding scenario analysis

☑ Overseeing the setting of corporate targets

☑ Monitoring progress towards corporate targets

☑ Overseeing and guiding public policy engagement

☑ Reviewing and guiding innovation/R&D priorities

☑ Approving and/or overseeing employee incentives

☑ Overseeing and guiding major capital expenditures

☑ Approving corporate policies and/or commitments
☑ Monitoring the implementation of the business strategy
☑ Overseeing reporting, audit, and verification processes
☑ Monitoring the implementation of a climate transition plan
☑ Overseeing and guiding the development of a business strategy
☑ Overseeing and guiding acquisitions, mergers, and divestitures
☑ Monitoring supplier compliance with organizational requirements
☑ Monitoring compliance with corporate policies and/or commitments
☑ Overseeing and guiding the development of a climate transition plan
☑ Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities

(4.1.2.7) Please explain

i) RATIONALE The BMW Group's long-term corporate strategies are determined by the Board of Management. Responsibility for implementing the Group's sustainability targets therefore lies with the full board. We would have as option to select "scheduled agenda item in every board meeting (standing agenda item)" and all "governance mechanisms" because it is OBLIGATORY an integral component for EVERY SUBMISSION to the Board of Management to assess implications on sustainability (and so on water) issues and impacts on the environment. When it comes to the board meetings however, water implications are only discussed when material. This is WHY we choose here "scheduled agenda item in some board meetings – at least annually". ii) WHO BRIEFS THE BOARD ON WHAT Water-related strategic decisions are brought up in board discussions by the Head of Environmental Protection of the BMW Group. Within the strategic targets or within the annual management review relevant environmental and specific water-related topics are addressed to the top management. The Head of Environmental Protection informs the Board of Management about environmental KPIs incl. water-related KPIs and target achievement in the context of the annual board meeting dedicated to the approval of our BMW Group Report. All relevant risks, including water-related risks, are monitored by our integrated risk management system and are regularly reviewed. The results are reported to the Board of Management and approved by the Board of Management for publication in the BMW Group Report. iii) CONTRIBUTION TO BOARD OVERSIGHT The governance mechanisms selected contribute to an informed view of the Board of Management on water-related issues and ensure a coherent and Group-wide response, if needed. When the board is reviewing and guiding our strategy as well as major plans of actions, business plans, annual budgets or overseeing major capital expenditures, acquisitions and divestitures sustainability plays a key role as part of our strategic approach. iv) EXAMPLE OF REPORTING YEAR: Through the reporting of water-related KPIs, the Board of Management can ensure a Group-wide response in case of any deviations of water parameters from the required values. Through the integration of water-related issues in major investment decisions, the regular review of water-related risks, and the integration of water-related issues in the review of strategic decisions or R&D priorities, the board can ensure e.g. an adequate inclusion of water risks and opportunities in our business, sustainability or risk management strategy. Examples of a water-related board decisions in the reporting year were further investments in water efficiency for several sites and the continuation of participation in CDP Water Security to transparently communicate and externally assess our water management progress and planning.
[Fixed row]

(4.2) Does your organization's board have competency on environmental issues?

Climate change

(4.2.1) Board-level competency on this environmental issue

Select from:

☑ Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply

☑ Consulting regularly with an internal, permanent, subject-expert working group

☑ Engaging regularly with external stakeholders and experts on environmental issues

☑ Integrating knowledge of environmental issues into board nominating process

☑ Regular training for directors on environmental issues, industry best practice, and standards (e.g., TCFD, SBTi)

☑ Having at least one board member with expertise on this environmental issue

(4.2.3) Environmental expertise of the board member

Experience

☑ Executive-level experience in a role focused on environmental issues

☑ Management-level experience in a role focused on environmental issues

Water

(4.2.1) Board-level competency on this environmental issue

Select from:

☑ Yes

(4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply

☑ Consulting regularly with an internal, permanent, subject-expert working group

☑ Regular training for directors on environmental issues, industry best practice, and standards (e.g., TCFD, SBTi)
☑ Having at least one board member with expertise on this environmental issue

(4.2.3) Environmental expertise of the board member

Experience
☑ Executive-level experience in a role focused on environmental issues
☑ Management-level experience in a role focused on environmental issues

[Fixed row]

(4.3) Is there management-level responsibility for environmental issues within your organization?

	Management-level responsibility for this environmental issue
Climate change	*Select from:* ☑ Yes
Water	*Select from:* ☑ Yes
Biodiversity	*Select from:* ☑ Yes

[Fixed row]

(4.3.1) Provide the highest senior management-level positions or committees with responsibility for environmental issues (do not include the names of individuals).

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Executive Officer (CEO)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing engagement in landscapes and/or jurisdictions

☑ Managing public policy engagement related to environmental issues

☑ Managing supplier compliance with environmental requirements

☑ Managing value chain engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Measuring progress towards environmental corporate targets

☑ Measuring progress towards environmental science-based targets

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a climate transition plan

☑ Implementing a climate transition plan

☑ Conducting environmental scenario analysis

☑ Managing annual budgets related to environmental issues

☑ Implementing the business strategy related to environmental issues

☑ Developing a business strategy which considers environmental issues
☑ Managing environmental reporting, audit, and verification processes
☑ Managing acquisitions, mergers, and divestitures related to environmental issues
☑ Managing major capital and/or operational expenditures relating to environmental issues
☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

Other
☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:
☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:
☑ More frequently than quarterly

(4.3.1.6) Please explain

Within the BMW Group, the Board of Management is directly responsible for all matters relating to climate change including dealing with the consequences of climate change. Accordingly, the individual members of the Board of Management are each charged with the task of ensuring that their portfolios are strategically aligned with the stated objectives. Moreover, each submission presented to the Board of Management is required to be assessed from a sustainability perspective and thus also with regard to climate-related aspects. The BMW Group's long-term corporate strategy is determined by the Board of Management. Responsibility for implementing the Group's sustainability goals also lies with the full board. Significant decisions are therefore also evaluated from the point of view of sustainability. This ensures that sustainability issues are systematically integrated in decision-making processes, allocated to defined entities within the divisions and linked to compensation at top management levels. The BMW Group has set itself the target of decarbonising its vehicle fleet by an average of 40 % overall over the entire life cycle by 2030, compared to the base year 2019 on a per vehicle basis. In this context, specific targets have been set within vehicle development for the scope of the vehicle's use phase, production and supply chain. Since 2020, the BMW Group has built up an internal digital toolbox called CO2MOS which serves a twofold goal: A) Allocating Group targets at the level of individual products and purchasing decisions while achieving the best return in terms of carbon dioxide avoided euros spent (target setting and controlling view). B) Aggregating the impact of individual measures in order to demonstrate compliance with Group targets (accounting and disclosure view). With the BMW Group Report 2023 for the first time, reasonable assurance was confirmed for the performance of this system in delivering reliable data.

Water

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Other C-Suite Officer, please specify :Chief Production Officer, board member of production (MBoMP)

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing engagement in landscapes and/or jurisdictions

☑ Managing public policy engagement related to environmental issues

☑ Managing supplier compliance with environmental requirements

☑ Managing value chain engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Measuring progress towards environmental corporate targets

☑ Measuring progress towards environmental science-based targets

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a climate transition plan

☑ Implementing a climate transition plan

☑ Conducting environmental scenario analysis

☑ Managing annual budgets related to environmental issues

☑ Implementing the business strategy related to environmental issues

☑ Developing a business strategy which considers environmental issues
☑ Managing environmental reporting, audit, and verification processes
☑ Managing acquisitions, mergers, and divestitures related to environmental issues
☑ Managing major capital and/or operational expenditures relating to environmental issues
☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

Other
☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:
☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:
☑ More frequently than quarterly

(4.3.1.6) Please explain

RATIONALE FOR RESPONSIBILITIES The board member of production (MBoMP) is accountable for all decisions for worldwide production. Since we face challenges of tackling water security on a global scale and require a reliable supply of water for our vehicle production, we assigned the responsibility for water to the MBoMP. PROCESS OF MONITORING WATER-RELATED ISSUES The top decision-making body for production that also monitors water-related issues is the "Production Circle" (PC), led by the MBoMP. Management and control of water-related KPIs along with identification of potential risks for target achievement form an integral part of environmental management at our plants. If KPI monitoring shows deviations, counter measures are decided there. A status is reported at least once a year to the board. PC considers also impacts of investments in new technologies, e.g. on water, to prepare board sessions (several times a year). Therefore, we choose "more frequently than quarterly".

Biodiversity

(4.3.1.1) Position of individual or committee with responsibility

Other

☑ Other, please specify **:**Vice President of Corporate Sustainability, Mobility Strategy BMW Group

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

Strategy and financial planning

☑ Developing a business strategy which considers environmental issues

(4.3.1.4) Reporting line

Select from:

☑ Other, please specify **:**reports with Senior Vice President to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ As important matters arise

(4.3.1.6) Please explain

Currently, the highest level of responsibility for biodiversity is on executive management level. As biodiversity is an interdisciplinary topic it is managed across several functions (e.g., sustainability strategy, sustainability procurement and environmental protection, energy, water, pollution). The BMW Group is committed to biodiversity and takes action to safeguard local biodiversity as well as to improve living conditions for local communities. Regarding biodiversity, we are active at our production sites (where biodiversity is managed with specific indicators) and also partner within our value chain and with non-governmental institutions, e.g. in promoting the sustainable cultivation of rubber in the ERC Hutan Harapan in South Sumatra together with Pirelli and BirdLife International within the project "Living Rubber".

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Other C-Suite Officer, please specify :Chief Production Officer, Member of the Board of Management of BMW AG, responsible for Production

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing engagement in landscapes and/or jurisdictions

☑ Managing public policy engagement related to environmental issues

☑ Managing supplier compliance with environmental requirements

☑ Managing value chain engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Measuring progress towards environmental corporate targets

☑ Measuring progress towards environmental science-based targets

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a climate transition plan

☑ Implementing a climate transition plan

☑ Conducting environmental scenario analysis

☑ Managing annual budgets related to environmental issues

☑ Implementing the business strategy related to environmental issues

☑ Developing a business strategy which considers environmental issues

☑ Managing environmental reporting, audit, and verification processes

☑ Managing acquisitions, mergers, and divestitures related to environmental issues

☑ Managing major capital and/or operational expenditures relating to environmental issues

☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

Other

☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:

☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

☑ More frequently than quarterly

(4.3.1.6) Please explain

Within the BMW Group, the Board of Management is directly responsible for all matters relating to climate change including dealing with the consequences of climate change. Accordingly, the individual members of the Board of Management are each charged with the task of ensuring that their portfolios are strategically aligned with the stated objectives. Exemplary details for Chief Production Officer: POSITION IN THE CORPORATE STRUCTURE The Member of the Board of Management of BMW AG production (MBoMP) leads the BMW Group Production. He is accountable for all decisions for the worldwide production, based on the strategic orientation and decision framework stipulated at BoM meetings being the highest body. RESPONSIBILITIES REGARDING CLIMATE-RELATED ISSUES We are facing the challenge of conserving resources and tackling climate change, which has a very high relevance for our production processes. We require a reliable supply of resources for the production of our vehicles. The energy we consume generates emissions. Therefore, the responsibility for climate change also lies with the MBoMP. The BMW Group intends to reduce carbon emissions per vehicle produced (Scope 1 and Scope 2) by an average of 80% by 2030 compared to the base year 2019. Production accounts for the majority of Scope 1 and Scope 2 emissions within the BMW Group. As in the past, we remain committed to energy efficiency measures, electricity generated in-house from renewable sources, the purchase of green electricity from Power Purchase Agreements and the use of Energy Attribute Certificates (e.g. guarantees of origin). RATIONALE FOR WHY RESPONSIBILITY LIES WITH THAT POSITION The top decision-making body for production that also monitors climate change related issues is the “Production Circle”, led by the MBoMP. Decisions binding for production are made there for e.g. yearly targets or technical measures. The steering function of our international environmental network controls these measures.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Other C-Suite Officer, please specify :Chief Development Officer, Member of the Board of Management of BMW AG, responsible for Development

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing engagement in landscapes and/or jurisdictions

☑ Managing public policy engagement related to environmental issues

☑ Managing supplier compliance with environmental requirements

☑ Managing value chain engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Measuring progress towards environmental corporate targets

☑ Measuring progress towards environmental science-based targets

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a climate transition plan

☑ Implementing a climate transition plan

☑ Conducting environmental scenario analysis

☑ Managing annual budgets related to environmental issues

☑ Implementing the business strategy related to environmental issues

☑ Developing a business strategy which considers environmental issues
☑ Managing environmental reporting, audit, and verification processes
☑ Managing acquisitions, mergers, and divestitures related to environmental issues
☑ Managing major capital and/or operational expenditures relating to environmental issues
☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

Other
☑ Providing employee incentives related to environmental performance

(4.3.1.4) Reporting line

Select from:
☑ Reports to the board directly

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:
☑ More frequently than quarterly

(4.3.1.6) Please explain

Within the BMW Group, the Board of Management is directly responsible for all matters relating to climate change including dealing with the consequences of climate change. Accordingly, the individual members of the Board of Management are each charged with the task of ensuring that their portfolios are strategically aligned with the stated objectives. Exemplary details for Chief Development Officer POSITION IN THE CORPORATE STRUCTURE The Member of the Board of Management of BMW AG responsible for Development (MBoMD) leads the R&D department. He is accountable for all decisions for the R&D department, based on the strategic orientation and decision framework stipulated at Board of Management meetings being the highest body. RESPONSIBILITIES REGARDING CLIMATE-RELATED ISSUES A key issue is energy consumption and CO2-emissions of BMW Group's worldwide vehicle fleet. Therefore, a key process entails us defining specific CO2-targets for each product line and each new vehicle project in order to achieve our strategic targets on vehicle fleet CO2-emissions as well as all regulatory requirements worldwide. Our Strategy unit is responsible for monitoring and further developing these targets. The "Complete Vehicle Architecture" unit within the R&D department coordinates the development and implementation of fuel-saving technologies in the individual vehicle projects. The top decision-making bodies such as the "Development Circle" inside the R&D department are led by the MBoMD. RATIONALE FOR WHY RESPONSIBILITY LIES WITH THAT POSITION The MBoMD monitors climate change related issues through the top decision-making bodies described above (Development Circle). All technical issues and all vehicle projects as well as strategic questions about electrification or digital services are discussed there. Decisions on strategic targets on vehicle fleet CO2-emissions to be made in the BoM are analyzed technically and aligned with representatives of the corresponding departments.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Committee

☑ Sustainability committee

(4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

☑ Assessing environmental dependencies, impacts, risks, and opportunities

☑ Assessing future trends in environmental dependencies, impacts, risks, and opportunities

☑ Managing environmental dependencies, impacts, risks, and opportunities

Engagement

☑ Managing engagement in landscapes and/or jurisdictions

☑ Managing public policy engagement related to environmental issues

☑ Managing supplier compliance with environmental requirements

☑ Managing value chain engagement related to environmental issues

Policies, commitments, and targets

☑ Monitoring compliance with corporate environmental policies and/or commitments

☑ Measuring progress towards environmental corporate targets

☑ Measuring progress towards environmental science-based targets

☑ Setting corporate environmental policies and/or commitments

☑ Setting corporate environmental targets

Strategy and financial planning

☑ Developing a climate transition plan

☑ Implementing a climate transition plan

☑ Conducting environmental scenario analysis

☑ Managing annual budgets related to environmental issues

☑ Implementing the business strategy related to environmental issues
☑ Developing a business strategy which considers environmental issues
☑ Managing environmental reporting, audit, and verification processes
☑ Managing acquisitions, mergers, and divestitures related to environmental issues
☑ Managing major capital and/or operational expenditures relating to environmental issues
☑ Managing priorities related to innovation/low-environmental impact products or services (including R&D)

(4.3.1.4) Reporting line

Select from:
☑ Other, please specify **:**interdepartmental coordination and decision-making

(4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:
☑ More frequently than quarterly

(4.3.1.6) Please explain

Sustainability Steering Committee (Steuerkreis Nachhaltigkeit) In the divisions of the BMW Group, responsibility for sustainability is anchored at head of department level in the form of a) a central control point for the implementation of targets and b) responsibility for key figures for the annual report. A Sustainability Steering Committee has been set up to make cross-target and strategic decisions (including preparations for Board of Management meetings). It consists of those responsible at department management level and meets regularly at intervals of around 6 weeks. The committee serves to ensure cross-target coordination and transparency as well as the preparation and implementation of strategic decisions, including milestone monitoring and KPI tracking. Regular reporting on the implementation progress of specific sustainability targets is carried out via the underlying target-specific working and steering groups. The Sustainability Steering Committee prepares decisions for the Board of Management and coordinates their implementation. Dealing with ESG-related issues and decisions is an integral part of the Board of Management's usual work. As an established agenda item, the "Sustainability/ESG update" format is also regularly included in board meetings. This format is prepared and followed up by the Sustainability Steering Committee.
[Add row]

(4.5) Do you provide monetary incentives for the management of environmental issues, including the attainment of targets?

Climate change

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:

☑ Yes

(4.5.2) % of total C-suite and board-level monetary incentives linked to the management of this environmental issue

39

(4.5.3) Please explain

REMARK: In December 2022, the Supervisory Board set ambitious targets linked to the variable remuneration of the members of the Board of Management for the 2023 financial year. Of the total variable target remuneration available, around 39% was linked to environmental, social or governance (ESG) targets. Sustainability, including climate-related aspects, has been integrated at all corporate levels of the BMW Group since 2009 as a strategic objective based on specific targets and metrics. Sustainability is therefore an explicit component of the company's management system and broken down to the level of business areas and divisions. Thus, personal targets set for managers include sustainability aspects which effect their performance-based remuneration. The Supervisory Board has set ambitious targets to reduce fleet carbon emissions in the EU and to increase all-electric vehicle sales. These serve as strategic focus targets that correspond to 50% of the long-term variable remuneration.

Water

(4.5.1) Provision of monetary incentives related to this environmental issue

Select from:

☑ Yes

(4.5.2) % of total C-suite and board-level monetary incentives linked to the management of this environmental issue

0

(4.5.3) Please explain

REMARK: In December 2022, the Supervisory Board set ambitious targets linked to the variable remuneration of the members of the Board of Management for the 2023 financial year. Of the total variable target remuneration available, around 39% was linked to environmental, social or governance (ESG) targets. Sustainability,

including water-related aspects, has been integrated at all corporate levels of the BMW Group since 2009 as a strategic objective based on specific targets and metrics. Sustainability is therefore an explicit component of the company's management system. This means that sustainability as a corporate objective is broken down to the level of business areas and divisions. As a result, the personal targets set for relevant managers include sustainability aspects (including water management) and criteria which influence their performance-based remuneration.
[Fixed row]

(4.5.1) Provide further details on the monetary incentives provided for the management of environmental issues (do not include the names of individuals).

Climate change

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Chief Executive Officer (CEO)

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

☑ Shares

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

Emission reduction

☑ Reduction in emissions intensity

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Both Short-Term and Long-Term Incentive Plan, or equivalent

(4.5.1.5) Further details of incentives

The compensation of the CEO has two components: fixed remuneration and variable remuneration. Fixed remuneration consists of a base salary (paid monthly) and other remuneration elements as the use of company cars and retirement benefits. The variable remuneration comprises a bonus and share-based remuneration. The bonus is made up of two components, an earnings-related bonus (50 %) and a performance-related bonus (50 %). The performance-related bonus is derived in terms of a performance factor. The Supervisory Board sets the performance factor on the basis of its assessment of the contribution of the relevant Board of Management member to sustainable and long-term oriented business development. Around 50% of the target amount of the performance bonus should be connected to the achievement of non-financial targets relating to environmental, social and governance (ESG targets). The amount of the variable share-based remuneration also depends on the fulfilment of financial and non-financial objectives derived from the business strategy, since 50 % of the target cash amount earmarked for share purchases is linked to a financial key indicator (RoCE in the Automotive segment), and 50 % is linked to strategic focus targets. For FY 2023, the strategic focus targets were the reduction of fleet carbon emissions in the EU according to WLTP and sales of all-electric vehicles (BEV).

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

The BMW Group aims to be the most successful and sustainable premium provider of individual mobility. The business strategy focuses on the customer and the provision of sustainable individual mobility in the premium segment, taking into account high profitability, in order to secure the Company's independence in the future. The remuneration system contributes to the implementation of the business strategy and the sustainable and long-term development of the Company. It also takes into account the concerns of the Company's important stakeholders (in particular, shareholders, customers and employees). The incentive effects of the various remuneration components have a complementary effect. The fixed basic remuneration counteracts the temptation to take disproportionately high risks in order to achieve shortterm goals, and thus contributes to the long-term development of the Company. It ensures a minimum income appropriate to the tasks and responsibilities of a member of the Board of Management. The variable bonus is divided into two parts, which influence behaviour in different ways. The earnings-related component of the bonus rewards recipients for achieving the Company's financial targets in the vesting year, and promotes the earnings-related parts of the business strategy. In contrast, the performance component of the bonus is based on non-financial performance criteria, which are also derived from the business strategy. In this respect, the performance component of the bonus also offers particular incentives to encourage individuals to pursue the goals of the business strategy consistently for the long-term development of the Company. These goals do not have to be directly reflected in the key financial indicators for a given vesting year. The amount of the variable share-based remuneration also depends on the fulfilment of financial and non-financial objectives derived from the business strategy, since 50% of the target personal cash investment amount earmarked for share purchases is linked to a financial key indicator (RoCE in the Automotive segment), and 50% is linked to strategic focus targets. The obligation to use the total net amount to purchase shares of common stock in the Company and to hold these shares for at least four years is a share ownership guideline that strengthens the entrepreneurial long-term orientation of the Board of Management.

Water

(4.5.1.1) Position entitled to monetary incentive

Senior-mid management

☑ Management group

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

(4.5.1.3) Performance metrics

Resource use and efficiency

☑ Reduction of water withdrawals – direct operations

☑ Reduction in water consumption volumes – direct operations

☑ Improvements in water efficiency – direct operations

Pollution

☑ Improvements in wastewater quality – direct operations

☑ Reduction of water pollution incidents

☑ Reduction or phase out of hazardous substances

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Short-Term Incentive Plan, or equivalent, only (e.g. contractual annual bonus)

(4.5.1.5) Further details of incentives

The KPIs for the water targets on a Group level are monitored continuously, and the target achievement is reviewed by the Member of the Board of Management Production. To indicate successful performance toward reaching our goals, we use a RAG (red, amber, green) model.

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

The BMW Group is committed to reducing water withdrawals, increasing water-use efficiency, reducing impact on water resources, and advancing sustainable water management practices across all facilities. This is included in our long-term corporate strategy and incorporated into remuneration for the respective senior managers Our water-related target is a 25% reduction of potable water consumption per vehicle by 2030 (base year: 2016). In addition, our yearly ongoing target is to adhere 100% to our global standard at all operations and sites worldwide with regards to BMW-specific process for wastewater standards.

Climate change

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Board/Executive board

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

☑ Shares

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

Emission reduction

☑ Reduction in emissions intensity

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Both Short-Term and Long-Term Incentive Plan, or equivalent

(4.5.1.5) Further details of incentives

The compensation of Board of Management members has two components: fixed remuneration and variable remuneration. Fixed remuneration consists of a base salary (paid monthly) and other remuneration elements as the use of company cars and retirement benefits. The variable remuneration comprises a bonus and share-based remuneration. The bonus is made up of two components, an earnings-related bonus (50 %) and a performance-related bonus (50 %). The performance-related bonus is derived in terms of a performance factor. The Supervisory Board sets the performance factor on the basis of its assessment of the contribution of the relevant Board of Management member to sustainable and long-term oriented business development. Around 50% of the target amount of the performance bonus should be connected to the achievement of non-financial targets relating to environmental, social and governance (ESG targets). The amount of the variable share-based remuneration also depends on the fulfilment of financial and non-financial objectives derived from the business strategy, since 50 % of the target cash amount earmarked for share purchases is linked to a financial key indicator (RoCE in the Automotive segment), and 50 % is linked to strategic focus targets For FY 2023, the strategic focus targets were the reduction of fleet carbon emissions in the EU according to WLTP and sales of all-electric vehicles (BEV).

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

The BMW Group aims to be the most successful and sustainable premium provider of individual mobility. The business strategy focuses on the customer and the provision of sustainable individual mobility in the premium segment, taking into account high profitability, in order to secure the Company's independence in the future. The remuneration system contributes to the implementation of the business strategy and the sustainable and long-term development of the Company. It also takes into account the concerns of the Company's important stakeholders (in particular, shareholders, customers and employees). The incentive effects of the various remuneration components have a complementary effect. The fixed basic remuneration counteracts the temptation to take disproportionately high risks in order to achieve shortterm goals, and thus contributes to the long-term development of the Company. It ensures a minimum income appropriate to the tasks and responsibilities of a member of the Board of Management. The variable bonus is divided into two parts, which influence behaviour in different ways. The earnings-related component of the bonus rewards recipients for achieving the Company's financial targets in the vesting year, and promotes the earnings-related parts of the business strategy. In contrast, the performance component of the bonus is based on non-financial performance criteria, which are also derived from the business strategy. In this respect, the performance component of the bonus also offers particular incentives to encourage individuals to pursue the goals of the business strategy consistently for the long-term development of the Company. These goals do not have to be directly reflected in the key financial indicators for a given vesting year. The amount of the variable share-based remuneration also depends on the fulfilment of financial and non-financial objectives derived from the business strategy, since 50% of the target personal cash investment amount earmarked for share purchases is linked to a financial key indicator (RoCE in the Automotive segment), and 50% is linked to strategic focus targets. The obligation to use the total net amount to purchase shares of common stock in the Company and to hold these shares for at least four years is a share ownership guideline that strengthens the entrepreneurial long-term orientation of the Board of Management.

Climate change

(4.5.1.1) Position entitled to monetary incentive

Board or executive level

☑ Corporate executive team

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

Emission reduction

☑ Reduction in emissions intensity

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Short-Term Incentive Plan, or equivalent, only (e.g. contractual annual bonus)

(4.5.1.5) Further details of incentives

Overall targets for the BMW Group which are agreed by the Board of Management and Supervisory Board are handed down to the target agreement (balanced scorecard) of the respective executive officers. Furthermore, every Board of Management member agrees with its executive officers corporate and divisional targets in terms of balanced scorecards. Examples for divisional targets in the area of climate change are: CO2-emission reductions of the BMW Group fleet; emission, waste, and energy reduction targets for each production site and for the central departments as well as targets regarding external sustainability ratings and indexes such as MSCI ESG, Sustainalytics, ISS ESG, and CDP. Achieving these targets is directly linked to the variable income component.

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

The BMW Group aims to offer its employees interesting, futureproof jobs with attractive conditions and secure prospects. At the same time, we want to offer employees the opportunity to develop personally as well as help shape the BMW Group's future. By doing so, we are able to lay the foundations for long-term success in the competitive market for talented professionals. Key factors in the BMW Group's attractiveness as an employer include a positive perception of the Company, exciting, future-oriented tasks, individual opportunities for personal development and flexibility, attractive working conditions including remuneration and additional benefits, and a modern working environment. In terms of total remuneration, we aim to ensure that our employees earn above average for the respective labour market.To confirm this, we conduct remuneration studies each year on a worldwide basis. The BMW Group also consistently applies the principles of

performance-related compensation. The total salary package consists of a monthly remuneration and a variable component dependent on the Company's overall performance. We also offer additional benefits such as Company pension schemes and an attractive range of mobility benefits, including subsidised tickets for local public transport. For example, the BMW Group subsidises the purchase of the "Deutschlandticket" for the majority of its scale-wage employees in Germany. Apprentices and dual study students receive the ticket free of charge.

Climate change

(4.5.1.1) Position entitled to monetary incentive

Senior-mid management

☑ Management group

(4.5.1.2) Incentives

Select all that apply

☑ Bonus - % of salary

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

Emission reduction

☑ Reduction in emissions intensity

(4.5.1.4) Incentive plan the incentives are linked to

Select from:

☑ Short-Term Incentive Plan, or equivalent, only (e.g. contractual annual bonus)

(4.5.1.5) Further details of incentives

Executive officers agree detailed targets with their respective management group. As an example, Senior Vice President "Corporate Strategy", agrees with "Vice President Sustainability, Mobility" detailed targets. Some examples are: - Further development and implementation of the sustainability strategy in all divisions -

Ensuring the implementation of the EU-regulation CSRD - Enabling of the BMW Group organization in regards to Circular Economy - Rollout of the BMW / Mini Footprint - Assurance of the target achievement concerning sustainability ratings and indexes such as MSCI ESG, Sustainalytics, ISS ESG, and CDP - Support and further development of the external international sustainability network. Another example are targets agreed between plant managers and their management group for resource efficiency (e.g. energy consumption per vehicle produced). Achieving these targets is directly linked to the variable income component.

(4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

The BMW Group aims to offer its employees interesting, futureproof jobs with attractive conditions and secure prospects. At the same time, we want to offer employees the opportunity to develop personally as well as help shape the BMW Group's future. By doing so, we are able to lay the foundations for long-term success in the competitive market for talented professionals. Key factors in the BMW Group's attractiveness as an employer include a positive perception of the Company, exciting, future-oriented tasks, individual opportunities for personal development and flexibility, attractive working conditions including remuneration and additional benefits, and a modern working environment. In terms of total remuneration, we aim to ensure that our employees earn above average for the respective labour market.To confirm this, we conduct remuneration studies each year on a worldwide basis. The BMW Group also consistently applies the principles of performance-related compensation. The total salary package consists of a monthly remuneration and a variable component dependent on the Company's overall performance. We also offer additional benefits such as Company pension schemes and an attractive range of mobility benefits, including subsidized tickets for local public transport. For example, the BMW Group subsidises the purchase of the "Deutschlandticket" for the majority of its scale-wage employees in Germany. Apprentices and dual study students receive the ticket free of charge.
[Add row]

(4.6) Does your organization have an environmental policy that addresses environmental issues?

	Does your organization have any environmental policies?
	Select from: ☑ Yes

[Fixed row]

(4.6.1) Provide details of your environmental policies.

Row 1

(4.6.1.1) Environmental issues covered

Select all that apply

☑ Water

(4.6.1.2) Level of coverage

Select from:

☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Direct operations

(4.6.1.4) Explain the coverage

The BMW Group aims to lead the way by minimizing resource consumption in its production. In addition to CO2 emissions, energy and water consumption, waste for disposal and the use of solvents are also key factors. In recent years, the BMW Group has made great progress in resource consumption. In terms of products, we will substantially reduce our CO2 footprint across the entire value chain. CO2 emissions per vehicle are to be reduced by at least one third over the life cycle.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to a circular economy strategy

☑ Commitment to respect legally designated protected areas

☑ Commitment to comply with regulations and mandatory standards

☑ Commitment to take environmental action beyond regulatory compliance

☑ Commitment to avoidance of negative impacts on threatened and protected species

☑ Commitment to stakeholder engagement and capacity building on environmental issues

☑ Commitment to implementation of nature-based solutions that support landscape restoration and long-term protection of natural ecosystems

☑ Commitment to engage in integrated, multi-stakeholder landscape (including river basin) initiatives to promote shared sustainability goals

Water-specific commitments

☑ Commitment to reduce water consumption volumes
☑ Commitment to reduce water withdrawal volumes
☑ Commitment to reduce or phase out hazardous substances
☑ Commitment to control/reduce/eliminate water pollution
☑ Commitment to safely managed WASH in local communities
☑ Commitment to the conservation of freshwater ecosystems
☑ Commitment to water stewardship and/or collective action

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ Yes, in line with Sustainable Development Goal 6 on Clean Water and Sanitation

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

Umwelterklaerung-BMW-Group-2021.pdf

Row 2

(4.6.1.1) Environmental issues covered

Select all that apply

☑ Climate change

(4.6.1.2) Level of coverage

Select from:

☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Direct operations

(4.6.1.4) Explain the coverage

The BMW Group aims to lead the way by minimizing resource consumption in its production. In addition to CO2 emissions, energy and water consumption, waste for disposal and the use of solvents are also key factors. In recent years, the BMW Group has made great progress in resource consumption. In terms of products, we will substantially reduce our CO2 footprint across the entire value chain. CO2 emissions per vehicle are to be reduced by at least one third over the life cycle.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to a circular economy strategy

☑ Commitment to comply with regulations and mandatory standards

☑ Commitment to take environmental action beyond regulatory compliance

☑ Commitment to implementation of nature-based solutions that support landscape restoration and long-term protection of natural ecosystems

☑ Commitment to stakeholder engagement and capacity building on environmental issues

Climate-specific commitments

☑ Commitment to 100% renewable energy

☑ Commitment to net-zero emissions

☑ Commitment to not invest in fossil-fuel expansion

☑ Commitment to not funding climate-denial or lobbying against climate regulations

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ Yes, in line with the Paris Agreement

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

Umwelterklaerung-BMW-Group-2021.pdf

Row 3

(4.6.1.1) Environmental issues covered

Select all that apply

☑ Water

(4.6.1.2) Level of coverage

Select from:

☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Upstream value chain

(4.6.1.4) Explain the coverage

For the BMW Group, responsibility toward the environment means protecting the finite resources of nature. Therefore, the careful and efficient use of resources is of the utmost importance to the BMW Group. The supplier shall comply with all national and international environmental standards and laws that apply to its location of business. The BMW Group also expects the supplier to refrain from harmful changes to the soil, water and air pollution, harmful noise emissions, and excess water consumption that significantly impair the natural foundations for the cultivation and the production of food, prevent people from accessing safe drinking water, impair or inhibit access to sanitary facilities, or are harmful to health. The BMW Group requires that the supplier shall also make continuous efforts to reduce their environmental pollution and risks and improve environmental protection within their own sphere of influence on an ongoing basis. In the fight against climate change, the BMW Group is turning to new, innovative, and resource-saving materials and methods. The BMW Group therefore expects its suppliers to refrain from waste and ensure responsible handling of resources such as water, energy, resources, and materials. The BMW Group also expects suppliers to qualify their own n-tier supply chains with regard to the provision of secured secondary raw material sources, and to evaluate that secondary raw materials are used to the greatest extent possible.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to a circular economy strategy
☑ Commitment to avoidance of negative impacts on threatened and protected species
☑ Commitment to comply with regulations and mandatory standards
☑ Commitment to respect legally designated protected areas

Water-specific commitments

☑ Commitment to control/reduce/eliminate water pollution
☑ Commitment to reduce water consumption volumes
☑ Commitment to reduce water withdrawal volumes
☑ Commitment to the conservation of freshwater ecosystems

Additional references/Descriptions

☑ Recognition of environmental linkages and trade-offs
☑ Reference to timebound environmental milestones and targets

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ Yes, in line with Sustainable Development Goal 6 on Clean Water and Sanitation

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf

Row 4

(4.6.1.1) Environmental issues covered

Select all that apply

☑ Climate change

(4.6.1.2) Level of coverage

Select from:

☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Upstream value chain

(4.6.1.4) Explain the coverage

For the BMW Group, responsibility toward the environment means protecting the finite resources of nature. Therefore, the careful and efficient use of resources is of the utmost importance to the BMW Group. The supplier shall comply with all national and international environmental standards and laws that apply to its location of business. The BMW Group requires that the supplier shall also make continuous efforts to reduce their environmental pollution and risks and improve environmental protection within their own sphere of influence on an ongoing basis. The BMW Group is committed to the Paris Agreement (COP 21) and has set a CO2 reduction target throughout its entire product life cycle. As part of the nomination process, the supplier undertakes to implement measures to reduce its direct and indirect CO2e emissions (including in its upstream value chain).

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to a circular economy strategy

☑ Commitment to comply with regulations and mandatory standards

☑ Commitment to take environmental action beyond regulatory compliance

☑ Other environmental commitment, please specify **:**Commitment to Contracutal obligations such as use of green power or secondary raw material

Climate-specific commitments

☑ Other climate-related commitment, please specify **:**Commitment to foreward BMWs contractual obligation to the n-tier supply chain

Additional references/Descriptions

☑ Other additional reference/description, please specify :Commitment to the obligation for a 3rd party audit at 1-st and n-tiers affected by the agreement

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ Yes, in line with the Paris Agreement

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf

Row 5

(4.6.1.1) Environmental issues covered

Select all that apply

☑ Biodiversity

(4.6.1.2) Level of coverage

Select from:

☑ Organization-wide

(4.6.1.3) Value chain stages covered

Select all that apply

☑ Direct operations

☑ Upstream value chain

(4.6.1.4) Explain the coverage

For the BMW Group, responsibility toward the environment means protecting the finite resources of nature. Therefore, the careful and efficient use of resources is of the utmost importance to the BMW Group. The supplier shall comply with all national and international environmental standards and laws that apply to its location of business. The BMW Group requires that the supplier shall also make continuous efforts to reduce their environmental pollution and risks and improve environmental protection within their own sphere of influence on an ongoing basis. The BMW Group is committed to halting deforestation and the conversion of natural ecosystems in supply chains. We expect our suppliers to protect natural ecosystems and not to contribute to the changing, deforestation, or damage of natural woodland and other natural ecosystems. Where applicable, the guidelines of the High Conservation Value Resource Network (HCV) and the High Carbon Stock Approach (HCSA) are to be applied. We give preference to suppliers that are committed to the principles of certified, sustainable agriculture and forestry in their land and forest use. Policy covers BMW Group entities worldwide Supply Chain: Staring at 1st-Tier level, to be cascaded in the upstream supply chain.

(4.6.1.5) Environmental policy content

Environmental commitments

☑ Commitment to a circular economy strategy

☑ Commitment to comply with regulations and mandatory standards

(4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

☑ No, but we plan to align in the next two years

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf
[Add row]

(4.10) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

(4.10.1) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

Select from:

☑ Yes

(4.10.2) Collaborative framework or initiative

Select all that apply

☑ RE100

☑ UN Global Compact

☑ World Business Council for Sustainable Development (WBCSD)

☑ Other, please specify **:**Business Ambition for 1.5C, Catena-X

(4.10.3) Describe your organization's role within each framework or initiative

Business Ambition for 1.5C The BMW Group is the first German carmaker to join the "Business Ambition for 1.5C". This includes our commitment to achieving net zero along the value chain by 2050 latest. https://www.bmwgroup.com/en/sustainability/our-focus/co2-reduction.html RE100 BMW joined RE100 in 2016 and committed to transition to 100% renewable power, with an interim target of sourcing more than two thirds of the group's electricity from renewables by 2020. Alongside renewables, the company has been aggressively working to decrease energy consumption in production. https://www.there100.org/our-work/news/bmw-group-named-among-climate-leaders-automobile-industry-new-cdp-report-news In addition to committing to science-based targets, in 2020 BMW committed to procuring 100% of its electricity from renewable sources for its operations by 2050, as part of RE100 led by the Climate Group. https://www.wemeanbusinesscoalition.org/blog/bmw-joins-growing-list-of-automakers-committed-to-bold-climate-action/ UN Global Compact BMW is a signatory. https://unglobalcompact.org/what-is-gc/participants/1372-BMW-AG World Business Council for Sustainable Development (WBCSD) Participant in the coalition / network. Active participation in various WBCSD projects (e.g., PACT): Partnership for Carbon Transparency (PACT) sets foundations for standardized emissions data exchange. PACT brings together stakeholders from across industries and organizations to jointly tackle the challenge of Scope 3 transparency. We collaborate within the PACT initiative to build consistent methodology for calculating and allocating product level carbon emission (recent example the steel guidance). https://www.wbcsd.org/Overview/Our-members/Members https://www.wbcsd.org/Programs/Climate-and-Energy/Climate/SOS-1.5/News/Partnership-for-Carbon-Transparency-PACT-sets-foundations-for-standardized-emissions-data-exchange Catena-X Within Catena-X we lead the CO2 use case. The target is that Product Carbon Footprint (PCF) data exchanged in a standardized format across interoperable and secure technology solutions and to enable companies to share their GHG emissions data with their suppliers along the tier-n supply chain. https://www.bmwgroup.com/en/news/general/2023/catenax.html Furthermore, BMW is a member of other initiatives, for more details see here: https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/company/downloads/en/2023/Automobilverbaende_ENG.pdf VDA EUDR-Project Group Call 2 Action of the Leather Working Group Ground Project Living Rubber in Indonesia with NGO BirdLife International and Pirelli IRMA, GPSNR, RMI, Mica initiative Drive Sustainability Etc.

[Fixed row]

(4.11) In the reporting year, did your organization engage in activities that could directly or indirectly influence policy, law, or regulation that may (positively or negatively) impact the environment?

(4.11.1) External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the environment

Select all that apply

☑ Yes, we engaged directly with policy makers

☑ Yes, we engaged indirectly through, and/or provided financial or in-kind support to a trade association or other intermediary organization or individual whose activities could influence policy, law, or regulation

(4.11.2) Indicate whether your organization has a public commitment or position statement to conduct your engagement activities in line with global environmental treaties or policy goals

Select from:

☑ Yes, we have a public commitment or position statement in line with global environmental treaties or policy goals

(4.11.3) Global environmental treaties or policy goals in line with public commitment or position statement

Select all that apply

☑ Paris Agreement

☑ Sustainable Development Goal 6 on Clean Water and Sanitation

(4.11.4) Attach commitment or position statement

BMW-Group-Report-2023-en_PAGE-32_public-policy-engagement-aligned-with-Paris-Agreement.pdf

(4.11.5) Indicate whether your organization is registered on a transparency register

Select from:

☑ Yes

(4.11.6) Types of transparency register your organization is registered on

Select all that apply

☑ Mandatory government register

(4.11.7) Disclose the transparency registers on which your organization is registered & the relevant ID numbers for your organization

The BMW Group has been listed in the European Union's Transparency Register since 2008 (REG. Number 7193977808-18): number of employees, budget allocated to influencing European legislative processes, areas of interest, details of association memberships. Since 2022, the lobby register legislation of the German Bundestag and Bavarian State Parliament has been in force. BMW AG is listed in the lobby registers of the German Bundestag (R002370) and of the Bavarian State Parliament (DEBYLT007F).

(4.11.8) Describe the process your organization has in place to ensure that your external engagement activities are consistent with your environmental commitments and/or transition plan

PROCESS TO ENSURE A COMMON APPROACH: The company engages in active, open and transparent dialogue with decision-makers and political and trade union representatives as well as representatives of various associations and non-governmental organisations (NGOs) to help shape the political framework conditions for its business activities in a constructive, transparent manner. The BMW Group is a member of numerous associations in various countries. While these memberships and the commitment of the BMW Group are voluntary in most cases, this cooperation may also be based on statutory requirements in individual instances, e.g. for the Chamber of Commerce and Industry for Munich and Upper Bavaria (IHK München, Oberbayern). BMW Group's positions regarding global legislative issues arising from our engagement with policy makers at the market level is centrally coordinated in Munich. Positions are worked out with the participation of corresponding central departments, e.g. the department within the strategy unit responsible for monitoring and further developing CO2 targets for each product line and each new vehicle project or the strategy unit responsible for sustainability and environmental protection, and market representatives, respectively. All of our direct and indirect activities that influence policy are CONSISTENT with our overall climate change strategy. The engagement of the BMW Group with associations ranges from board memberships in various association committees and participation in working groups to roles with observer status only. In the case that the BMW Group observes deviations between the positions of the associations and those of the company, the company enters into a dialogue to improve the alignment. The BMW Group brings the positions of the company into the associations' opinion-forming processes, thereby actively participating in discussions on key strategic topics such as climate protection, human rights, the circular economy, carbon footprint reduction to achieve climate goals under the Paris Agreement. Our Representative Offices in Berlin, Brussels, Beijing, London, Washington DC, Sacramento, Tokyo, Delhi, Singapore, Mexico, Seoul, Sao Paulo, Moscow and Thailand are focal points of direct communication with political decision-makers and NGOs. These structures and processes ensure that all engagement activities are in line with the BMW Group climate change strategy.
[Fixed row]

(4.11.1) On what policies, laws, or regulations that may (positively or negatively) impact the environment has your organization been engaging directly with policy makers in the reporting year?

Row 1

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

CO2-based vehicle taxations have been introduced e.g. in 19 out of 27 EU member states as well as for example in South Africa or Singapore and are under discussion in South-Korea or China and other countries as e.g. Thailand.

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☑ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Financial mechanisms (e.g., taxes, subsidies, etc.)

☑ Carbon taxes

☑ Taxes on products or services

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☑ Global

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☑ Support with major exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

BMW Group strongly supports the introduction of CO2-based vehicle taxation worldwide. In our engagement we do not seek a fundamental debate about the "if" of taxation of automobiles but on alternatives "how" to do it best. We promote putting a "price tag" on CO2 use phase emissions through governments but do not support a tax on engine displacement or retail price of vehicles which does not incentivize highly efficient vehicles with innovative technologies for CO2 emission reduction within the same engine displacement class. This is giving a clear signal to customers to replace an old inefficient vehicle by a new efficient one and to comparing

vehicles of one category in terms of efficiency. This is all the more important since experience in major markets like UK, France and Netherlands shows that the effect of changes in taxation is much stronger than a purely economic analysis would indicate. Additionally, we call for purchase and tax incentives for electrified vehicles to positively stimulate customer acceptance for the transition to a low carbon mobility. These incentives address the demand side to overcome the price differences of new technologies in comparison to established internal combustion engine technologies.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☑ Ad-hoc meetings

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

0

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

From a customer perspective tax advantages or incentives that enable the transition to low carbon technologies are vital for the market success of alternative drive trains. In this sense, these policies support creating market demand and thus foster the sales of vehicles powered by alternative drivetrains. On the supply side the BMW Group is broadening the product offer of electrified vehicles as part of our contribution to decarbonisation. We therefore welcome policy measures that positively affect the demand side.

(4.11.1.11) Indicate if you have evaluated whether your organization’s engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 2

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

We address CO2 fleet regulations in markets such as the European Union (EU27), UK, USA, China or South Korea.

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☑ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Other

☑ Other, please specify :CO2 fleet regulation

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☑ Global

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☑ Support with major exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

There is no one-size-fits-all approach for customers' mobility requirements. The share of all-electric vehicles in deliveries increased to 14.7% in 2023 (2022: 9.0%; 63.3%). However, the transformation of mobility through alternative drive trains and digitalisation will take place at different speeds in different regions of the world. Openness to different types of technologies is crucial for future mobility. Projections for 2030 EU fleet targets in all major markets are highly ambitious, and achieving them will be dependent on a number of different factors. Policy-makers will need to play a major role in shaping the environment to ensure all the necessary conditions are, and will remain, in place. This will be especially important with regard to developing charging and H2 refuelling infrastructure to meet customers' needs, as well as for ensuring sufficient availability of renewable energy. Nevertheless, future target compliance in the US and other major markets will be heavily depending on the market success of e-mobility as well. Customer demand for EVs is dependent on policy incentives and rollout of charging infrastructure and the cost

of EVs which itself is affected by high raw material prices. A regulatory approach for improving the e-mobility framework conditions is needed e.g. in the area of customer incentives and subsidies for charging infrastructure at federal and state level.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☑ Ad-hoc meetings

☑ Responding to consultations

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

0

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

Regulation aiming at the reduction of CO2 emissions directly or indirect by enhancing fuel economy of vehicles plays an important role for the BMW Group as they require a strategic approach to contribute to the decarbonization of transport. Nevertheless, the transition to low carbon or zero emission mobility will happen at different speeds in the various world regions. As a global manufacturer we need to be able to react in a most flexible way to the single market demand in all those regions. Therefore, we consistently engage with policy makers to ensure that enabling conditions like the deployment of charging or H2 refueling infrastructure are keeping pace with customer demand.

(4.11.1.11) Indicate if you have evaluated whether your organization’s engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 3

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

We support political initiatives in favour of sector coupling, with the aim of forming smart connections between the mobility and the energy sectors.

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☑ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Other

☑ Other, please specify **:**Sector coupling

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☑ Global

(4.11.1.6) Your organization’s position on the policy, law, or regulation

Select from:

☑ Neutral

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☑ Ad-hoc meetings

☑ Responding to consultations

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

0

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

Looking to climate change mitigation is not a sector specific issue. To decarbonize mobility the use of renewable energy is key. Therefore, there is a strong link in between the energy and mobility sector. Generation of renewable energy, short- and long-term storage options of renewable energy and options to enhance the flexibility in energy generation and usage (like smart or bidirectional charging) need to be looked at in a holistic way. Policies enabling the overarching potentials in the energy and mobility sector are urgently needed to overcome the existing barriers between the two sectors.

(4.11.1.11) Indicate if you have evaluated whether your organization’s engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 4

(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers

In China, the fuel efficiency of the vehicle fleet is also regulated. A fuel consumption standard for 2021 to 2025 in China has been released in 2019.

(4.11.1.2) Environmental issues the policy, law, or regulation relates to

Select all that apply

☑ Climate change

(4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Energy and renewables

☑ Energy efficiency requirements

(4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

☑ National

(4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

☑ China

(4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

☑ Support with major exceptions

(4.11.1.7) Details of any exceptions and your organization's proposed alternative approach to the policy, law, or regulation

In China we often observe a difference in timing of regulation at national and community / city levels. Having the big cities as frontrunners poses additional pressure on the automotive industry to develop technical solutions in a shortened timeframe.

(4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

☑ Ad-hoc meetings

(4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

0

(4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

Regulation aiming at the reduction of CO2 emissions directly or indirect by enhancing fuel economy of vehicles plays an important role for the BMW Group as they require a strategic approach to contribute to the decarbonization of transport. Nevertheless, the transition to low carbon or zero emission mobility will happen at different speeds in the various world regions. As a global manufacturer we need to be able to react in a most flexible way to the single market demand in all those regions. Therefore, we consistently engage with policy makers to ensure that enabling conditions like the deployment of charging or H2 refueling infrastructure are keeping pace with customer demand.

(4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Select all that apply

☑ Paris Agreement

[Add row]

(4.11.2) Provide details of your indirect engagement on policy, law, or regulation that may (positively or negatively) impact the environment through trade associations or other intermediary organizations or individuals in the reporting year.

Row 1

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Europe

☑ German Automotive Association (VDA)

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☑ No, we did not attempt to influence their position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

i) POSITION OF THE ASSOCIATION: The VDA nationally and internationally promotes the interests of the entire German automotive industry. VDA addresses a wide spectrum, including safety, quality and sustainability issues such as environmental protection in production, fuel efficiency and alternative drive technology as well as e-mobility. VDA promotes corresponding policies to these issues which reflect the opinion of the member companies about most appropriate actions and measures. The VDA, as the representative of the German automotive industry supports the goal of making road transport climate-neutral by 2050 at the latest. It is driving the change and relying on innovations and technologies to do so. EXAMPLE: Further reduction of fleet averaged CO2-emissions is one component not in question by the VDA. The EU fleet targets set for 2025 and 2030 back in 2019 are ambitious for the automotive industry as conventional drive trains need to be replaced to a high degree by electric drive trains. As the EU Commission raised the overall climate target for 2030 to -55 % compared to -40 % reviews of relevant legislations contributing to the general climate goal have been executed in 2022. In consequence cars get more expensive what could prevent clients to buy new efficient cars. The previous purely supply-side regulatory methodology must be supplemented with an overall strategy on the demand side. The idea is to reduce CO2

emissions of all road transportation, not just those from new cars. ii) CONSISTENCY: The positions of VDA and BMW Group are ALIGNED. Transparency, fair competition and compliance with applicable laws and regulations, in particular antitrust requirements, form the basis of the company's work in associations. iii) ATTEMPT TO INFLUENCE: By the constant membership in the Managing Board & Presiding Board of the association and by the regular participation in all relevant working groups. BMW Group is expressing its position in all activities, thus contributing to the overall position on climate change of the VDA. The BMW Group sees its role in bringing the company's positions into the associations' opinion-forming process and actively engages in discussion on key strategic topics (e.g. climate change, human rights, transparent supply chain management, etc.).

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

1600000

(4.11.2.10) Describe the aim of this funding and how it could influence policy, law or regulation that may impact the environment

This amount represents the annual membership fee. It is derived based on the number of employees of the member company.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 2

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

Europe

☑ European Automobile Manufacturers Association

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☑ No, we did not attempt to influence their position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

i) POSITION OF THE ASSOCIATION: ACEA is an advocate for the automotive industry in Europe, representing manufacturers of passenger cars, vans, trucks and buses with production sites in the EU. ACEA aspires to define and advocate the common interests, policies and positions of the European automobile industry. One "industry topic" is "environment and sustainability". In this industry topic issues are addressed ranging from air quality, noise reduction or CSR in the supply chain to CO2 emissions from cars and alternative drivetrains and e-mobility. The post 2020 CO2 regulation in the EU is of particular interest. The current legislation is solely focused on vehicle technology. ACEA advocates for a comprehensive approach taking into account the usage of the vehicles in the existing fleet in order to accelerate further CO2 emissions reduction. Since most CO2 emissions from the existing fleet come from older cars which do not have the latest technologies, ACEA sees fleet renewal incentives as well as incentivizing lower carbon fuels through an upstream ETS (fuel providers) as two effective tools to lowering emissions from the existing fleet. The car industry (will) have reduced CO2 emissions by almost 42 % (by 2021) compared to 2005. Any progress beyond 95 g/km CO2 relies heavily on growing electrification or hybridization levels. This may not be possible considering the lack of sufficient support at EU or national levels for electrification. ii)

CONSISTENCY: The positions of ACEA and BMW Group are ALIGNED. Transparency, fair competition and compliance with applicable laws and regulations, in particular antitrust requirements, form the basis of the company's work in associations. iii) ATTEMPT TO INFLUENCE: By the constant membership in the ACEA Board of Directors and by the regular participation in relevant working groups. BMW Group is expressing its position in all activities, thus contributing to the overall position on climate change of the ACEA. The BMW Group sees its role in bringing the company's positions into the associations' opinion-forming process and actively engages in discussion on key strategic topics (e.g. climate change, human rights, transparent supply chain management, etc.).

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

646000

(4.11.2.10) Describe the aim of this funding and how it could influence policy, law or regulation that may impact the environment

This amount represents the annual membership fee. It is derived based on the number of member companies.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 3

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via a trade association

(4.11.2.4) Trade association

North America

☑ Alliance for Automotive Innovation

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☑ No, we did not attempt to influence their position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

i) POSITION OF THE ASSOCIATION: The Alliance for Automotive Innovation is the leading advocacy group for the automotive industry in North America and represents 77 % of all car and light truck sales in the United States. The Auto Alliance promotes constructive solutions to public policy challenges that promote sustainable mobility and benefit society in the areas of environment, energy and motor vehicle safety. "Auto Issues" of particular interest are (1) fuel economy and (2) electric readiness. (1) Fuel economy: The Alliance supports a comprehensive single, national program for fuel economy and greenhouse gas emissions, including consumer support of new, fuel efficient autos, which is critical to automakers meeting the program's demanding targets. (2) Electric readiness: The Alliance promotes efforts to support mass market commercialization of e-vehicles. Long-term efforts to reduce dependency on foreign oil while also reducing transportation sector greenhouse gas emissions will require the mass market commercialization of electric vehicles. That includes technologies such as hybrid electrics, plug-in hybrid electrics, battery electrics, and fuel cell vehicles. Widespread consumer acceptance of these technologies will require that efforts be focused on important considerations such as: supporting infrastructure, incentives for consumer adoption, the alignment of regulatory efforts and the removal of market barriers. ii) CONSISTENCY: The positions of Alliance for Automotive Innovation and BMW Group are ALIGNED. Transparency, fair competition and compliance with applicable laws and regulations, in particular antitrust requirements, form the basis of the company's work in associations. iii) ATTEMPT TO INFLUENCE: By the constant

membership in the Board of Directors and in the Executive Committee of the association and by the participation in relevant working groups. BMW Group is expressing its position in all activities, thus contributing to the overall position on climate change of the Auto Alliance. The BMW Group sees its role in bringing the company's positions into the associations' opinion-forming process and actively engages in discussion on key strategic topics (e.g. climate change, human rights, transparent supply chain management, etc.).

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

1300000

(4.11.2.10) Describe the aim of this funding and how it could influence policy, law or regulation that may impact the environment

This amount represents the annual membership fee. It is derived based on US market share.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

Row 4

(4.11.2.1) Type of indirect engagement

Select from:

☑ Indirect engagement via other intermediary organization or individual

(4.11.2.2) Type of organization or individual

Select from:

☑ Non-Governmental Organization (NGO) or charitable organization

(4.11.2.3) State the organization or position of individual

VELOZ

(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position

Select all that apply

☑ Climate change

(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with

Select from:

☑ Consistent

(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year

Select from:

☑ Yes, we publicly promoted their current position

(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position

We are a founding and board member of VELOZ, a Californian non-profit partnership founded to accelerate the shift to electric cars through public-private collaboration, public engagement and policy education innovation. We helped to shape the organization's agenda, recruit new member organizations, provide BMW and MINI products for photo shoots and manage the direction that the organization and the digital campaign are taking.

(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)

90000

(4.11.2.10) Describe the aim of this funding and how it could influence policy, law or regulation that may impact the environment

Veloz aims to power the electric car movement with an innovative public message about the fun, emotional and compelling benefits of driving electric. To help California's vehicle electrification targets by 2030, the "Electric For All' campaign aims to educate and inspire drivers / riders to go electric advocating that e-vehicles are affordable for everyone.

(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals

Select from:

☑ Yes, we have evaluated, and it is aligned

(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation

Select all that apply

☑ Paris Agreement

[Add row]

(4.12) Have you published information about your organization's response to environmental issues for this reporting year in places other than your CDP response?

Select from:

☑ Yes

(4.12.1) Provide details on the information published about your organization's response to environmental issues for this reporting year in places other than your CDP response. Please attach the publication.

Row 1

(4.12.1.1) Publication

Select from:

☑ In mainstream reports, in line with environmental disclosure standards or frameworks

(4.12.1.2) Standard or framework the report is in line with

Select all that apply

☑ GRI

☑ IFRS

☑ TCFD

☑ TNFD

☑ Other, please specify :SASB, NFS

(4.12.1.3) Environmental issues covered in publication

Select all that apply

☑ Climate change

☑ Water

☑ Biodiversity

(4.12.1.4) Status of the publication

Select from:

☑ Complete

(4.12.1.5) Content elements

Select all that apply

☑ Strategy

☑ Governance

☑ Emission targets

☑ Emissions figures

☑ Risks & Opportunities

☑ Value chain engagement

☑ Water accounting figures

(4.12.1.6) Page/section reference

Sustainability: p. 97ff, 107ff, 307ff Governance and strategy: p. 42ff Strategy: p. 90-96, 100-103, 114 Risks & Opportunities: p. 127-141 Supplier engagement: p. 111ff Emissions figures: p. 9, 108-110, 125, 307ff Emissions targets: p. 3, 43ff, 97ff, 114 EU Taxonomy: p.78ff

(4.12.1.7) Attach the relevant publication

BMW-Group-Report-2023-en.pdf

(4.12.1.8) Comment

N/A

Row 2

(4.12.1.1) Publication

Select from:

☑ In voluntary communications

(4.12.1.3) Environmental issues covered in publication

Select all that apply

☑ Biodiversity

(4.12.1.4) Status of the publication

Select from:

☑ Complete

(4.12.1.5) Content elements

Select all that apply

☑ Governance

☑ Value chain engagement

☑ Other, please specify **:Participation in initiatives**

☑ Dependencies & Impacts
☑ Biodiversity indicators
☑ Content of environmental policies

(4.12.1.6) Page/section reference

Governance: p. 10-17 Impacts: p.18-24 Value chain engagement: p. 28-38

(4.12.1.7) Attach the relevant publication

towards-the-abyss-ejf-deep-sea-mining-report.pdf

(4.12.1.8) Comment

Deep Sea Mining https://ejfoundation.org/resources/downloads/towards-the-abyss-ejf-deep-sea-mining-report.pdf

Row 3

(4.12.1.1) Publication

Select from:
☑ In voluntary communications

(4.12.1.3) Environmental issues covered in publication

Select all that apply
☑ Climate change
☑ Forests
☑ Water
☑ Biodiversity

(4.12.1.4) Status of the publication

Select from:

☑ Complete

(4.12.1.5) Content elements

Select all that apply

☑ Value chain engagement

(4.12.1.6) Page/section reference

A fair deal: p. 1-5

(4.12.1.7) Attach the relevant publication

230612 A fair deal.pdf

(4.12.1.8) Comment

Fair gewinnt. (bmwgroup.com)

Row 4

(4.12.1.1) Publication

Select from:

☑ In voluntary communications

(4.12.1.3) Environmental issues covered in publication

Select all that apply

☑ Forests

(4.12.1.4) Status of the publication

Select from:

☑ Complete

(4.12.1.5) Content elements

Select all that apply

☑ Value chain engagement

(4.12.1.6) Page/section reference

The Deforestation-Free Call to Action for Leather: p. 1-3

(4.12.1.7) Attach the relevant publication

230613 Textile Exchange and Leather Working Group team up to Launch Deforestation-Free Call to Action for Leather - Leather Working Group.pdf

(4.12.1.8) Comment

https://www.leatherworkinggroup.com/news-events/news/textile-exchange-and-leather-working-group-team-up-to-launch-deforestation-free-call-to-action-for-leather/

Row 5

(4.12.1.1) Publication

Select from:

☑ In voluntary communications

(4.12.1.3) Environmental issues covered in publication

Select all that apply

☑ Climate change

☑ Water

(4.12.1.4) Status of the publication

Select from:

☑ Complete

(4.12.1.5) Content elements

Select all that apply

☑ Governance

☑ Emissions figures

☑ Water accounting figures

(4.12.1.6) Page/section reference

Governance: p. 4 Emissions: p. 12-13 Water accounting: p. 16-17

(4.12.1.7) Attach the relevant publication

Umwelterklärung_BMW_Group_Werk_Landshut_2023.PDF

(4.12.1.8) Comment

Exemplary environmental statement for 1 site, also available for other sites.
[Add row]

C5. Business strategy

(5.1) Does your organization use scenario analysis to identify environmental outcomes?

Climate change

(5.1.1) Use of scenario analysis

Select from:
☑ Yes

(5.1.2) Frequency of analysis

Select from:
☑ Annually

Water

(5.1.1) Use of scenario analysis

Select from:
☑ Yes

(5.1.2) Frequency of analysis

Select from:
☑ Annually
[Fixed row]

(5.1.1) Provide details of the scenarios used in your organization’s scenario analysis.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

☑ IEA B2DS

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Policy

☑ Market

☑ Reputation

☑ Technology

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 1.5°C or lower

(5.1.1.7) Reference year

2017

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2050

☑ 2060

☑ Other, please specify :2035

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Changes to the state of nature

☑ Speed of change (to state of nature and/or ecosystem services)

Finance and insurance

☑ Cost of capital

Stakeholder and customer demands

☑ Impact of nature footprint on reputation

Macro and microeconomy

☑ Globalizing markets

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

PARAMETERS AND KEY ASSUMPTIONS WITH MATERIAL IMPACT: The scenarios take two bookmarks into account: the IEA's most transitory approach B2DS, which is used as a basis for achieving a 1.5 path, and the less demanding approach with STEPS. The achievement of these scenarios at a societal level is largely beyond the control of the BMW Group. However, by aligning its corporate planning with these scenarios, the BMW Group plays its part to contribute to a positive outcome. All possible starting points are currently being examined for the levers that can be influenced by BMW (e.g. electrification of our product portfolio, CO2 mitigation measures in our production as well as supply chain and renewable energy for the use (charging) of our BEV vehicles). ANALYTICAL CHOICES: The BMW Group focuses both on mitigating and adapting to the consequences of climate change. To ensure that the required targets are continuously updated, the BMW Group introduced an annual review from 2023 onwards. While outlining our strategy and targets we looked at a mix of sector decarbonization and annual contraction approaches based on SBTi guidelines. Specifically, this translated into different pathways for different scopes, while ensuring that the overall lifecycle reductions of 40% by 2030 over 2019 baseline on a per vehicle basis was compatible with the long-term scenario of net zero by 2050. For Scope 1 and 2, we adopted the annual contraction approach to set our pathway to 1.5 degree scenario. For Scope 3 downstream, we used the absolute reduction approach following the SBTi WB2C pathway. Scope 3 upstream targets were set using an internal translation of required reductions to bring down the overall lifecycle emissions by 40% by 2030 over 2019 baseline on a per vehicle basis. Thus, our target setting follows a mixed approach based on long-term 1.5 deg compatible scenarios. SCENARIO USE: Both scenarios were used quantitative and qualitative.

(5.1.1.11) Rationale for choice of scenario

The BMW Group is committed to achieve net zero by 2050 latest. In order to update the ambitious climate targets and adapt them to the latest strategies and plans of the BMW Group, the IEA scenarios "B2DS" and "STEPS" were taken into account in volume planning. In particular, these assumptions were used for the composition of the electricity mix in the regions, manufacturing processes and for the use of our products (charging).

Water

(5.1.1.1) Scenario used

Water scenarios

☑ WRI Aqueduct

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Acute physical

☑ Chronic physical

(5.1.1.7) Reference year

2023

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2030

☑ 2040

☑ 2050

☑ 2080

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Changes to the state of nature

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

During the 2023 reporting year, all material risks for the BMW Group were considered in view of their sensitivity regarding climate change (which includes water-related aspects). The climate-relevant portions were analysed in accordance with TCFD for three different climate scenarios. For the medium-term timescale until 2035, we distinguish between transitory and physical climate risks. For the long-term timescale until 2050, the measurement focuses on the physical climate risks. The BMW Group applies three scenarios to identify and assess climate-related risks, which are based on the scenarios of the Shared Socioeconomic Pathways (SSP) of the Intergovernmental Panel on Climate Change (IPCC). These climate scenarios range from a low-emissions scenario with global warming of 4C (fossil development, SSP5-8.5). We also performed an environmental profit and loss calculation for one of our best-selling cars. PARAMETERS AND ASSUMPTIONS: Based on the economic model of multiregional input- output analysis as well as quality-assured data of international environment and resource statistics we analyzed GWP, water depletion as well as airborne pollutants and land use as impact categories. From these, following the corresponding impact pathways until the so called "endpoints" human health, impact on nature and human made environment (Eco toxicity, human toxicity, damage to human made environment such as buildings) we derived price tags caused by these impacts (external costs). ANALYTICAL CHOICES: Scenario analysis is done by considering CO2/water-price scenarios (the CO2 price is the dominating factor for external costs) as well as degrees of internalization through (future) regulations and impacts on our business model are estimated. Areas considered are in particular BMW Group's own operations, the use phase of our products and our supply chain.

(5.1.1.11) Rationale for choice of scenario

i) OPERATIONAL OR STRATEGIC RESPONSE: By calculating external costs, different impact categories can be compared and their relative relevance can be assessed. For the BMW Group, the by far most dominant impact category is CO2 emissions followed by airborne pollutants (e.g. PM10/PM2.5, NMVOC, NOx, SO2 or NH3) and water depletion. Strategic decisions respectively business decisions are not made by just considering one framework such as scenario analysis based on P&L. However, from these price tags our focus on GWP and airborne pollutants and, with minor impact worldwide, water depletion have been confirmed. ii) ANTICIPATED TIMESCALE FOR RESPONSE: We constantly develop and release new products and invest in our production network. We will continue to expand and quantify our scenario analysis in 2024 and beyond. Findings from these analyses play a significant role in our strategic and operational processes. iiI) EXAMPLES: Nevertheless, although internalization costs from water are of minor relevance, consequences from water scarcity for supply chain stability are considered with high priority. Thus, water issues are important when it e.g. comes to the selection of new sites or site extensions. The BMW Group set targets for

water efficiency to decrease the dependency on water (e.g. a 25% reduction in potable water consumption per vehicle produced by 2030 (baseline: 2016)). Similarly, we expect from key suppliers to achieve water efficiency increases in their production facilities.

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

☑ Customized publicly available climate transition scenario, please specify :IEA B2DS, STEPS, SSP1-2.6, SSP2-4.5, SSP5-8.5

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Policy

☑ Market

☑ Liability

☑ Reputation

☑ Technology

☑ Acute physical

☑ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 1.5°C or lower

(5.1.1.7) Reference year

2017

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2025
☑ 2030
☑ 2040
☑ 2050
☑ 2060
☑ Other, please specify **:2035**

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Changes to the state of nature
☑ Speed of change (to state of nature and/or ecosystem services)
☑ Climate change (one of five drivers of nature change)

Finance and insurance

☑ Cost of capital

Stakeholder and customer demands

☑ Impact of nature footprint on reputation

Regulators, legal and policy regimes

☑ Global regulation
☑ Level of action (from local to global)
☑ Global targets
☑ Methodologies and expectations for science-based targets

Relevant technology and science

☑ Granularity of available data (from aggregated to local)

Macro and microeconomy

☑ Globalizing markets

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

PARAMETERS AND KEY ASSUMPTIONS WITH MATERIAL IMPACT: The selected climate scenario is a low-emissions scenario with global warming of

(5.1.1.11) Rationale for choice of scenario

Climate change may also impact the BMW Group business model. Consequently, the Company analyses several of climate scenarios, identifies and measures climate-related risks and opportunities and adopts the relevant measures. In 2022, all material risks for the BMW Group were considered for the first time in view of their sensitivity regarding climate change. It was refined in the reporting year 2023. The climate-relevant portions were analysed in accordance with TCFD. For the medium-term timescale until 2035, we distinguish between transitory and physical climate risks. The BMW Group applies scenarios to identify and assess climate-related risks, which are based on the scenarios of the Shared Socioeconomic Pathways (SSP) of the Intergovernmental Panel on Climate Change (IPCC).

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☑ RCP 2.6

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

☑ SSP1

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Acute physical

☑ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 1.5°C or lower

(5.1.1.7) Reference year

2014

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2025

☑ 2030

☑ 2040

☑ 2050

☑ 2060

☑ 2070

☑ 2080

☑ 2090

☑ 2100

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Changes to the state of nature

☑ Number of ecosystems impacted

☑ Changes in ecosystem services provision

☑ Speed of change (to state of nature and/or ecosystem services)

☑ Climate change (one of five drivers of nature change)

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

The selected climate scenario is a low-emissions scenario with global warming of

(5.1.1.11) Rationale for choice of scenario

Climate change may also impact the BMW Group business model. Consequently, the Company analyses a wide range of climate scenarios, identifies and measures climate-related risks and opportunities and adopts the relevant measures. During the 2022 reporting year, all material risks for the BMW Group were considered for the first time in view of their sensitivity regarding climate change. It was refined in the reporting year 2023. The climate-relevant portions were analysed in accordance with TCFD. For the long-term timescale until 2050, the measurement focuses on the physical climate risks. The BMW Group applies scenarios to identify and assess climate-related risks, which are based on the scenarios of the Shared Socioeconomic Pathways (SSP) of the Intergovernmental Panel on Climate Change (IPCC).

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☑ RCP 4.5

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

☑ SSP2

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Acute physical

☑ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 2.5ºC - 2.9ºC

(5.1.1.7) Reference year

2014

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2025

☑ 2030

☑ 2040

☑ 2050

☑ 2060

☑ 2070

☑ 2080

☑ 2090

☑ 2100

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Changes to the state of nature

☑ Number of ecosystems impacted

☑ Changes in ecosystem services provision

☑ Speed of change (to state of nature and/or ecosystem services)

☑ Climate change (one of five drivers of nature change)

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

The selected climate scenario is a medium scenario with warming of an average of 2.5 C (Middle of the road, SSP2-4.5). Middle of the road The current trend will continue into the future. Income trends in the individual countries vary widely. Although there is a certain degree of cooperation between countries, this is only developing slightly. Global population growth is moderate and weakens in the second half of the century. Environmental systems experience a certain deterioration. With an additional radiative forcing of 4.5 W/m² by the year 2100, this scenario represents the middle of the range of scenarios described. It can be understood as an update of the RCP4.5, now combined with socioeconomic developments. ANALYTICAL CHOICES: In addition to the transitory risks, the BMW Group also measures physical risks. In doing so, the increasing frequency and intensity of acute extreme weather events, such as heatwaves, storms and floods, are taken into account, along with longer-term changes such as in terms of temperature and rainfall. In order to measure such risks, we draw on external data that evaluate the development of acute and persistent natural phenomena across the global warming scenarios and across time. SCENARIO USE: This scenario was used quantitative and qualitative.

(5.1.1.11) Rationale for choice of scenario

Climate change may also impact the BMW Group business model. Consequently, the Company analyses a wide range of climate scenarios, identifies and measures climate-related risks and opportunities and adopts the relevant measures. During the 2022 reporting year, all material risks for the BMW Group were considered for the first time in view of their sensitivity regarding climate change. It was refined in the reporting year 2023. The climate-relevant portions were analysed in accordance with TCFD. For the long-term timescale until 2050, the measurement focuses on the physical climate risks. The BMW Group applies scenarios to identify and assess climate-related risks, which are based on the scenarios of the Shared Socioeconomic Pathways (SSP) of the Intergovernmental Panel on Climate Change (IPCC).

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☑ RCP 8.5

(5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

☑ SSP5

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Acute physical

☑ Chronic physical

(5.1.1.6) Temperature alignment of scenario

Select from:

☑ 4.0°C and above

(5.1.1.7) Reference year

2014

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2025

☑ 2030

☑ 2040

☑ 2050

☑ 2070

☑ 2080

☑ 2090

☑ 2100

☑ 2060

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Changes to the state of nature

☑ Number of ecosystems impacted

☑ Changes in ecosystem services provision

☑ Speed of change (to state of nature and/or ecosystem services)

☑ Climate change (one of five drivers of nature change)

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

The selected climate scenario is a high-emissions scenario with global warming of 4C (fossil development, SSP5-8.5). Fossil-fuelled Development Global markets are increasingly integrated, leading to innovations and technological progress. The social and economic development, however, is based on an intensified exploitation of fossil fuel resources with a high percentage of coal and an energy-intensive lifestyle worldwide. The world economy is growing and local environmental problems such as air pollution are being tackled successfully. With an additional radiative forcing of 8.5 W/m² by the year 2100, this scenario represents the upper boundary of the range of scenarios described. It can be understood as an update of the RCP8.5, now combined with socioeconomic developments. ANALYTICAL CHOICES: In addition to the transitory risks, the BMW Group also measures physical risks. In doing so, the increasing frequency and intensity of acute extreme weather events, such as heatwaves, storms and floods, are taken into account, along with longer-term changes such as in terms of temperature and rainfall. In order to measure such risks, we draw on external data that evaluate the development of acute and persistent natural phenomena across the global warming scenarios and across time. SCENARIO USE: This scenario was used quantitative and qualitative.

(5.1.1.11) Rationale for choice of scenario

Climate change may also impact the BMW Group business model. Consequently, the Company analyses a wide range of climate scenarios, identifies and measures climate-related risks and opportunities and adopts the relevant measures. During the 2022 reporting year, all material risks for the BMW Group were considered for the first time in view of their sensitivity regarding climate change. It was refined in the reporting year 2023. The climate-relevant portions were analysed in accordance with TCFD. For the long-term timescale until 2050, the measurement focuses on the physical climate risks. The BMW Group applies scenarios to identify and assess climate-related risks, which are based on the scenarios of the Shared Socioeconomic Pathways (SSP) of the Intergovernmental Panel on Climate Change (IPCC).

Water

(5.1.1.1) Scenario used

Water scenarios

☑ Bespoke water scenario

(5.1.1.3) Approach to scenario

Select from:

☑ Qualitative and quantitative

(5.1.1.4) Scenario coverage

Select from:

☑ Organization-wide

(5.1.1.5) Risk types considered in scenario

Select all that apply

☑ Acute physical

☑ Chronic physical

(5.1.1.7) Reference year

2022

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2030

☑ 2050

☑ 2080

(5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

☑ Changes to the state of nature

(5.1.1.10) Assumptions, uncertainties and constraints in scenario

New locations of the BMW Group are evaluated using a climate risk and vulnerability analysis. The analysis used meets all the requirements of the EU Taxonomy Regulation for a robust climate risk analysis. As part of the analysis, both chronic and acute natural hazards are analyzed on a site-specific basis. The aim is to identify all significant risks for the location under investigation, both under current and future climate conditions. To this end, the hazards were analyzed not only on the basis of observational data but also on the basis of an ensemble of around 20 climate models, taking into account the prescribed emission scenarios and four time periods (around 2000, 2030, 2050, 2085). Three emission scenarios are considered separately in the analyses, two extreme scenarios (SSP1-2.6, SSP5-5.8) and one medium scenario (SSP2-4.5), in order to cover the entire range of currently conceivable developments. The result is an assessment of the location and property-related risk for each natural hazard. The risk is therefore made up of the hazard at the location due to the respective natural hazard (climate/water risk analysis) on the one hand and the associated potential damage to the location under investigation (vulnerability analysis) on the other. The water-related scenario and risk assessment includes: Change in rainfall patterns and types (rain, hail, snow/ice) [chronic]; Variability of rainfall or hydrology [chronic]; Ocean acidification saltwater intrusion [chronic]; Sea level rise [chronic]; Water scarcity [chronic]; Drought stress [acute]; Heavy precipitation (rain, hail, snow/ ice) [acute].

(5.1.1.11) Rationale for choice of scenario

Climate risk and vulnerability analyses are a key contribution to BMW Corporate Risk Management. The aim is to identify potential risks for BMW locations due to climate change and water-related challenges and to avoid the development of new BMW locations in high-risk areas. This can be illustrated using the example of heavy rainfall: Heavy rain is defined as heavy, cloudburst-like rainfall in which very high amounts of precipitation fall in a short period of time. In contrast to continuous rain, heavy rain is a more localized phenomenon in which the amount of precipitation is above the seasonal average for the location. The effects of heavy rain depend to a large extent on the absorption capacity of the local sewage systems. In most cases, these wastewater systems are designed for a 3 to 10-year rainfall event (measurement and design basis). If the measurement and design basis is exceeded, sewer water overflows and escapes to the surface, causing consequential damage. The decisive factor for the risk assessment is by how much the measurement and design basis volume is exceeded and with what return periods. Heavy rain can trigger flash floods, which can result in flooding away from the location of the heavy rain event. Flooding can also be triggered if, for example, the sewer system backs up, which also affects the infrastructure. The ingress of water can damage buildings, vehicles and means of transport, and water can enter basements and underground garages.
[Add row]

(5.1.2) Provide details of the outcomes of your organization’s scenario analysis.

Climate change

(5.1.2.1) Business processes influenced by your analysis of the reported scenarios

Select all that apply

☑ Risk and opportunities identification, assessment and management

☑ Strategy and financial planning

☑ Resilience of business model and strategy

☑ Capacity building

☑ Target setting and transition planning

(5.1.2.2) Coverage of analysis

Select from:

☑ Organization-wide

(5.1.2.3) Summarize the outcomes of the scenario analysis and any implications for other environmental issues

RATIONALE FOR SELECTING SCENARIOS DISCLOSED: The BMW Group is committed to achieve net zero by 2050 latest. In order to update the ambitious climate targets and adapt them to the latest strategies and plans of the BMW Group, the IEA scenarios "B2DS" and "STEPS" were taken into account in volume planning. In 2022, all known and foreseeable material risks for the BMW Group were considered in view of their sensitivity regarding climate change. It was refined in the reporting year 2023. The climate-relevant portions were analysed in accordance with TCFD for three different climate scenarios. For the medium-term timescale until 2035, we distinguish between transitory and physical climate risks. For the long-term timescale until 2050, the measurement focuses on the physical climate risks. The BMW Group applies scenarios to identify and assess climate-related risks, which are based on the scenarios of the Shared Socioeconomic Pathways (SSP) of the Intergovernmental Panel on Climate Change (IPCC). These climate scenarios range from a low-emissions scenario with global warming of 4C (fossil development, SSP5-8.5). FOCAL QUESTIONS: Corporate planning: 1) Are emission reduction targets taken into account as an integrated part of corporate planning and are the effects of these on target achievement or possible target failures included directly in this planning? 2) Are the emission reduction targets science-based and anchored in the overall strategy? Are the BMW Group's goals sufficiently ambitious and specific to all scopes? Risk and opportunity assessment: How is climate change impacting the BMW Group business model? What is the impact of climate-related risks and opportunities? Which relevant measures need to be adopted? RESULTS AND INFLUENCE ON BUSINESS STRATEGY AND FINANCIAL PLANNING: Corporate planning: 1) The transition scenarios are considered as bookmarks in corporate planning. The BMW Group's climate targets are an integral part of the corporate strategy and are regularly reviewed in a continuous process. The reduction targets are integrated part of corporate planning, as they are simulated as a result of the sales planning and thus are input for the next iteration. 2) The goals are derived from the current SBTi guidelines and comply with science-based principles. Several climate scenarios (IEA, SBTi) are considered. The usage of climate scenarios in all scopes ensures ambitious goals necessary to achieve the respective target paths. Risk and opportunity assessment: Transitory climate risks arise from the transition to a low-emissions society across all sectors that is necessary in order to mitigate climate change. These risks become particularly apparent when conditions change more quickly or differently than expected. The transitory climate risks were identified and measured for five different risk dimensions: #1 Technology, #2 Market and competition, #3 Capital and financial markets, #4 Politics, legal affairs and regulatory framework, #5 Society. It cannot be ruled out that more decisive measures will have to be taken globally in the next few years in order to achieve the

Water

(5.1.2.1) Business processes influenced by your analysis of the reported scenarios

Select all that apply

☑ Risk and opportunities identification, assessment and management

☑ Strategy and financial planning

☑ Resilience of business model and strategy

☑ Capacity building

☑ Target setting and transition planning

(5.1.2.2) Coverage of analysis

Select from:

☑ Organization-wide

(5.1.2.3) Summarize the outcomes of the scenario analysis and any implications for other environmental issues

Water is an increasingly scarce resource. 40% of humanity lives in countries where fresh water is scarce. For this reason, careful use of water resources will become increasingly important in the future. We are therefore trying to reduce water use and wastewater volumes throughout the entire production network of the BMW Group to continuously reduce water use and wastewater volumes. In addition, greater attention will be paid in the future to the type of water source used. In this way, the use of the most valuable resource - drinking water - is to be reduced in production processes and replaced by other water sources such as groundwater. A key outcome of the profit and loss calculation was that water related external costs in the life cycle of vehicles are smaller by at least a factor of 10 when compared to the external costs caused by CO2 and other emissions. This means that potential financial risks from internalization of external water costs are low from a company perspective. [Fixed row]

(5.2) Does your organization’s strategy include a climate transition plan?

(5.2.1) Transition plan

Select from:

☑ Yes, we have a climate transition plan which aligns with a 1.5°C world

(5.2.3) Publicly available climate transition plan

Select from:

☑ Yes

(5.2.4) Plan explicitly commits to cease all spending on, and revenue generation from, activities that contribute to fossil fuel expansion

Select from:

☑ No, and we do not plan to add an explicit commitment within the next two years

(5.2.6) Explain why your organization does not explicitly commit to cease all spending on and revenue generation from activities that contribute to fossil fuel expansion

Due to the continuously growing share of all-electric vehicles, the use of fossil fuels is not being expanded. The BMW Group is on the right track in the transformation of the automotive industry and the growing share of all-electric vehicles. With our product strategy, we are very well positioned worldwide. We can meet the various requirements of all markets and regions precisely – regardless of whether they only rely on electric mobility or are open to technology.

(5.2.7) Mechanism by which feedback is collected from shareholders on your climate transition plan

Select from:

☑ We have a different feedback mechanism in place

(5.2.8) Description of feedback mechanism

The BMW Group is fully committed to the climate protection targets set out in the Paris Agreement. We are taking ambitious steps to contribute to progressive decarbonization. At its base is our holistic carbon reduction strategy. By 2050 at the latest, we intend to achieve net zero in terms of our carbon emissions across the entire value chain. The BMW Group's ambitious decarbonization targets are part of its integrated corporate target system. FEEDBACK MECHANISM FOR INVESTORS: - BMW Group Xchange encompasses all formats such as the BMW Group Dialogues, the radhub and the FUTURE FORUM, providing suitable platforms to engage in dialogue with a variety of target groups. The formats take place several times a year. The results of these stakeholder dialogues are documented and incorporated in the Group's strategic considerations. In 2023, the net zero goal of the BMW Group was a key topic. - Our Investor Relation department continuously gathers information (outside-in perspective) during meetings and calls with investors and analysts and relay input regarding new and/or changing requirements to the BMW Group organization. - Regular, in-depth communication with capital market players has always been given a high priority within the BMW Group. Against the background of the Paris Climate Agreement, policymakers in Europe are also increasingly addressing the issues of climate protection and sustainability. For example, the EU Action Plan for Sustainable Finance aims to direct capital flows towards sustainable economic activities. - Our Annual General Meeting is another important feedback mechanism on our climate transition plan. Shareholders can interact with the Board of Management and the Supervisory Board on the climate transition plan.

(5.2.9) Frequency of feedback collection

Select from:

☑ More frequently than annually

(5.2.10) Description of key assumptions and dependencies on which the transition plan relies

The underlying premises also take into account factors that cannot be directly influenced by the BMW Group. This includes in particular the decarbonization of energy and heat generation and the necessary CO2 reductions in supply chains, primarily for steel, aluminum and battery cells.

(5.2.11) Description of progress against transition plan disclosed in current or previous reporting period

The BMW Group is committed to the Paris Climate Agreement. To achieve this, the BMW Group promotes the reduction of carbon emissions throughout the whole life cycle of its products as well as the principles of the circular economy with a verifiable track record of continuous improvement – from the supply chain to production, the use phase and the recycling of its products. We reviewed our carbon targets in 2023, as previously announced. The aim of this process was to set absolute targets for reducing carbon emissions by 2030. Targets are set for the target year 2030. The progress made in reducing greenhouse gas emissions in all scopes of the Greenhouse Gas Protocol compared to the last 5 reporting years is explained in detail in the BMW Group Annual Report.

(5.2.12) Attach any relevant documents which detail your climate transition plan (optional)

BMW-Group-Report-2023-en.pdf

(5.2.13) Other environmental issues that your climate transition plan considers

Select all that apply

☑ Forests

☑ Water

☑ Biodiversity

(5.2.14) Explain how the other environmental issues are considered in your climate transition plan

Goals have already been set or are being prepared for both water and biodiversity. National and international requirements are taken into account to protect forests. [Fixed row]

(5.3) Have environmental risks and opportunities affected your strategy and/or financial planning?

(5.3.1) Environmental risks and/or opportunities have affected your strategy and/or financial planning

Select from:

☑ Yes, both strategy and financial planning

(5.3.2) Business areas where environmental risks and/or opportunities have affected your strategy

Select all that apply

☑ Products and services

☑ Upstream/downstream value chain

☑ Investment in R&D

☑ Operations

[Fixed row]

(5.3.1) Describe where and how environmental risks and opportunities have affected your strategy.

Products and services

(5.3.1.1) Effect type

Select all that apply

☑ Risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

☑ Water

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

STRATEGY / INFLUENCE: Risks and opportunities related to the growing demand from customers and other stakeholders for products with low carbon footprint have influenced our product-related strategy and product portfolio. The BMW Group is systematically continuing to electrify its model range as a key component of its product strategy. Our electrified vehicles are playing a major role in reducing fleet emissions and thus achieving our ambitious strategic carbon reduction targets. In 2023, the BMW Group delivered more than half a million electrified vehicles (BEV and PHEV) to customers for the first time with a total of 565,875 units (2022: 433,792 units; 30.4%). TIME HORIZONS: a) Short-term: In our view, the NEUE KLASSE has the potential to additionally accelerate the market penetration of electric mobility. The BMW Group is currently planning for all-electric vehicles to account for more than 50% of all vehicles by 2030. This positive expectation for future sales will also play a key role in the review of our carbon emissions reduction targets currently taking place. b) Mid- to long-term: The BMW Group's electrified vehicles are characterised by high efficiency and thus low consumption when driving. However, we have greater aspirations: our vehicles need to be as eco-friendly as possible, not only during their locally carbon-free use phase, but also in terms of their overall footprint. Therefore, we attribute great importance to including environmental and social aspects when producing components such as electric motors, high-voltage storage units and battery cells. Other approaches to mitigating the environmental impacts include recycling and reusing high-voltage storage units from BEV and PHEV models. SUBSTANTIAL STRATEGIC DECISIONS: - R&D expenditures of EUR 7,755 million of which a substantial portion relates to the sixth generation of electric drives and the NEUE KLASSE - The success of the BMW i4 and BMW iX1 models had a major impact on sales growth. The BMW iX3 and the BMW iX also continued to enjoy great popularity. Furthermore, electrification made its debut in its top model series in the form of the BMW i7 Luxury Sedan. The new BMW i5 Business Sedan was also added to the range of all-electric automobiles. This means that the BMW Group now has an all-electric model in each of its core segments.

Upstream/downstream value chain

(5.3.1.1) Effect type

Select all that apply

☑ Risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

☑ Water

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

STRATEGY / INFLUENCE: The BMW Group's Purchasing and Supplier Network is responsible for the global procurement and quality assurance of production materials, raw materials, components, capital goods and services as well as the in-house production of vehicle components. Our overall target is pressing ahead with our efforts to decarbonise our own supply chain. Here, the rapid increase of the share of BEVs puts additional pressure on Scope 3 upstream emissions as, in the absence of strong measures taken, a BEV can have up to twice the carbon footprint of a conventional vehicle due to the very high energy intensity of battery materials. TIME HORIZONS: a) Short-term: In order to contribute to climate change mitigation in its SUPPLY CHAIN, the BMW Group has established a firm

commitment to make carbon-reducing measures an award criterion in its supplier network; In 2023, the number of contractual agreements with suppliers that specified decarbonisation measures rose to 707 (2022: 468), including those specifying the use of secondary raw materials, biomaterials and carbon-reduced steel. Green electricity offers the greatest potential for reducing carbon emissions in the supply chain. The BMW Group makes its use for direct suppliers (Tier-1) and energy-intensive processes in the upstream chain (n-Tier) a criterion for awarding new contracts to manufacture energy-intensive components and materials. During the year under report, we concluded agreements of this kind for 676 contracts (2022: 343 contracts). b) Mid- to long-term: - Reducing carbon emissions in the supply chain by at least 20 % (base year 2019) per vehicle by 2030, thus not only compensating the above effect of electrification but achieving a "net" reduction on the overall average product carbon footprint.. SUBSTANTIAL STRATEGIC DECISIONS: - Establishment of CO2 indicators as a binding criterion for supplier nomination. - Implementation of Secondary Material Quota as an additional metric with significant climate impact. - Introducing green electricity as a mandatory criterion for awarding new contracts in our supply chain. - In the course of 2023, the BMW Group reviewed compliance with contractually agreed decarbonisation measures in the supply chain at 72 suppliers (2022: 23). As a result, the BMW Group reduced the volume of carbon emissions generated in the supply chain by around 1.7 million t CO2e during the reporting period.

Investment in R&D

(5.3.1.1) Effect type

Select all that apply

☑ Risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

☑ Water

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

STRATEGY / INFLUENCE: Climate change is influencing our industry with the need to decrease emissions, the trend to e-mobility and mobility services. R&D is therefore of key importance for the BMW Group as a premium provider within the transformation of the industry. With its BMW Group Strategy, the Group is focusing on e-mobility, digitalization and circularity. TIME HORIZONS: a) Short-term: By offering sustainable individual mobility BMW mitigates climate-related physical risks and develops business opportunities. Our targets: 50 % reduction in carbon emissions during a vehicle's use phase until 2030. The BMW Group is currently planning for all-electric vehicles to account for more than 50% of all vehicles by 2030. Both the MINI and the Rolls-Royce brands are also firmly on track towards an electrified future. BMW Group engages in various research projects that seek to identify additional options for low-carbon and circular solutions in the supply chain and by using our venture capital instrument "BMW I ventures". b) Mid- to long-term: We stress test via scenario analysis our planning of product offers, sales volumes and R&D investments against upcoming regulations on climate change, taking into account the ambition of the COP21 agreement. At the BMW Group, the circular economy principle ("Design for Circularity") is already being implemented as an operational concept in the design of the NEUE KLASSE by the corporate function "Total Vehicle

Development" and systematically applied in the development of new vehicle models. The BMW i Vision Circular vehicle is emblematic of our ambitions and made entirely from recycled or renewable raw materials. SUBSTANTIAL STRATEGIC DECISIONS: - R&D expenditures were moderately higher compared to the previous year with EUR 7,755 million (2022: EUR 7,178 million). A substantial portion of research and development expenditure relates to new models, the NEUE KLASSE, and within this context, the sixth generation of electric drives, the digitalisation of the vehicle fleet, and automated driving. - Together with Mercedes-Benz, the BMW Group offers innovative mobility services via the YOUR NOW joint venture. The range of services provides customers with access to various modes of transport other than their own vehicle. The BMW Group offers a range of additional mobility services in the MyBMW app. It provides customers with access to exclusive FREE NOW services and, in cooperation with SIXT, to rental cars with exclusive specialised services.

Operations

(5.3.1.1) Effect type

Select all that apply

☑ Risks

☑ Opportunities

(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

☑ Climate change

☑ Water

(5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

STRATEGY / INFLUENCE: Our company is facing the challenge of conserving resources and tackling climate change. Risks such as higher prices for CO2-emissions further motivate our efforts to maximize energy efficiency and increase the use of renewable energy. This is key for our own PRODUCTION and has significantly influenced our strategic approach: The Group's entire production facilities are geared towards electrification, profitability, sustainability and digitalisation. The strategic aims of the BMW iFACTORY form the framework – lean, green and digital. "Green" involves the use of state-of-the-art technologies to produce with the lowest possible use of resources. TIME HORIZONS: a) Short-term: To contribute to global climate change mitigation, the BMW Group - continues reducing CO2 emissions through further increase of energy efficiency, utilization of combined heat and power plants (CHP); - increases the share of electricity from renewable sources (100 % renewable electricity in our plants worldwide was achieved by 2020 via various instruments). Worldwide, all Group production sites and the majority of its other sites use electricity derived from renewable sources via in-house generation, direct procurement or EACs. The complex energy issues that have arisen in the wake of the war in Ukraine reinforced BMW Group's declared strategy of becoming more independent of fossil fuels. We are currently in the process of auditing to ascertain whether natural gas can be replaced by sources such as biogas, hydrogen or geothermal energy. b) Mid- to long-term: The BMW Group intends to reduce carbon emissions (Scope 1 and Scope 2) at all the locations of the BMW Group by a further 80 % on average per vehicle produced in comparison to 2019 by 2030. Alongside carbon emissions, other key variables are energy and potable water consumption, the volume of waste generated and the use of VOC solvents. The BMW Group intends to reduce its energy and potable water consumption, waste for disposal, and the amount of solvents used per vehicle produced by 25 % in each

category by 2030 (base 2016). SUBSTANTIAL STRATEGIC DECISIONS: - Production of vehicles for the NEUE KLASSE will get underway in 2025 at the newly constructed BMW Group plant in Debrecen and then be expanded to other locations. - We have established environmental management systems at all our existing production plants and plan to install them at all future locations.
[Add row]

(5.3.2) Describe where and how environmental risks and opportunities have affected your financial planning.

Row 1

(5.3.2.1) Financial planning elements that have been affected

Select all that apply
☑ Indirect costs
☑ Capital expenditures
☑ Access to capital

(5.3.2.2) Effect type

Select all that apply
☑ Risks
☑ Opportunities

(5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply
☑ Climate change
☑ Water

(5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

Indirect costs Our company is facing the challenge of conserving resources and tackling climate change. This is also very relevant for our production processes. For this reason, we continuously increase our energy and resource efficiency and minimize CO2 and pollutant emissions in our worldwide production network. These measures help us REDUCING PRODUCTION COSTS and prepare for new legal requirements. In 2023, the BMW Group further implemented technologies and

process improvements in order to increase energy and resource efficiency in our global production network. By 2030, the BMW Group intends to reduce carbon emissions (Scope 1 and 2) at all the locations of the BMW Group by a further 80 % on average per vehicle produced in comparison to 2019. Alongside carbon emissions, the other key variables are energy and potable water consumption, the volume of waste generated and the use of VOC solvents. The BMW Group intends to reduce its energy and potable water consumption, waste for disposal, and the amount of solvents used per vehicle produced by 25 % in each category by 2030 (base year 2016). Capital expenditures Research and development (R&D) is of key importance for the BMW Group as a premium provider. R&D expenditures were moderately higher compared to the previous year with EUR 7,755 million (2022: EUR 7,178 million). A substantial portion of research and development expenditure relates to new models, the NEUE KLASSE, and within this context, the sixth generation of electric drives. With our constantly expanding range of all-electric, battery-powered vehicles (BEV) and plug-in hybrid models (PHEV), we are serving a rapidly growing demand. Market demand for all-electric vehicles from the BMW, MINI and Rolls-Royce brands resulted in deliveries rising to 375,716 units (2022: 215,752 units; 74.1%). Overall, the BMW Group delivered more than half a million electrified vehicles (BEV and PHEV) to customers for the first time with a total of 565,875 units (2022: 433,792 units; 30.4%). The share of all-electric vehicles in deliveries increased to 14.7% in 2023 (2022: 9.0%; 63.3%). Access to capital The BMW Group sees an opportunity in making a verifiable contribution towards limiting global warming and achieving economic success in doing so. By reporting comprehensively and transparently, the BMW Group is better able to ensure our access to capital markets and obtain attractive financing conditions on a long-term basis.
[Add row]

(5.4) In your organization’s financial accounting, do you identify spending/revenue that is aligned with your organization’s climate transition?

	Identification of spending/revenue that is aligned with your organization’s climate transition	Methodology or framework used to assess alignment with your organization’s climate transition	Indicate the level at which you identify the alignment of your spending/revenue with a sustainable finance taxonomy
	Select from: ☑ Yes	*Select all that apply* ☑ A sustainable finance taxonomy	*Select from:* ☑ At both the organization and activity level

[Fixed row]

(5.4.1) Quantify the amount and percentage share of your spending/revenue that is aligned with your organization’s climate transition.

Row 1

(5.4.1.1) Methodology or framework used to assess alignment

Select from:

☑ A sustainable finance taxonomy

(5.4.1.2) Taxonomy under which information is being reported

Select from:

☑ EU Taxonomy for Sustainable Activities

(5.4.1.3) Objective under which alignment is being reported

Select from:

☑ Climate change mitigation

(5.4.1.4) Indicate whether you are reporting eligibility information for the selected objective

Select from:

☑ Yes

(5.4.1.5) Financial metric

Select from:

☑ Revenue/Turnover

(5.4.1.6) Amount of selected financial metric that is aligned in the reporting year (currency)

23690000000

(5.4.1.7) Percentage share of selected financial metric aligned in the reporting year (%)

15.2

(5.4.1.8) Percentage share of selected financial metric planned to align in 2025 (%)

20

(5.4.1.9) Percentage share of selected financial metric planned to align in 2030 (%)

50

(5.4.1.10) Percentage share of financial metric that is taxonomy-eligible in the reporting year (%)

91.9

(5.4.1.11) Percentage share of financial metric that is taxonomy non-eligible in the reporting year (%)

8.1

(5.4.1.12) Details of the methodology or framework used to assess alignment with your organization's climate transition

Percentage share of revenue planned to align (according to EU taxonomy) in 2025 and 2030 for segment Automotive: 2025: Based on our BEV roadmap: min. 20% in segment Automotive, high taxonomy alignment assumed. 2030: Based on the strategic target for BEV share: min. 50% in segment Automotive, high taxonomy alignment assumed. Note: Changes compared to the previous reporting have resulted from the updated long-term corporate planning. For the reporting year 2023, we are continuing to report on Taxonomy eligibility and Taxonomy alignment in relation to Environmental Objective I "Climate change mitigation" and Environmental Objective II "Climate change adaptation". Taxonomy eligibility is an initial indicator of the maximum environmental sustainability potential of economic activities as defined by the EU Taxonomy. Taxonomy alignment, on the other hand, serves as an indicator of an organisation's transformation towards environmentally sustainable economic activities. An economic activity is considered as Taxonomy-eligible if it is described in the Delegated Acts relating to one of the six environmental objectives, regardless of whether that economic activity meets the technical screening criteria stipulated in those Delegated Acts. All Taxonomy-eligible revenues for economic activities CCM 3.3 and CCM 6.5 are disclosed under Environmental Objective I "Climate change mitigation", given that there are no identifiable values for Environmental Objective II "Climate change adaptation" that can be separated from Environmental Objective I "Climate change mitigation". This approach avoids double counting of revenues when determining the KPI in the numerator across multiple economic activities. In most cases, values from financial data were allocated directly to the economic activities for all three performance indicators, based for example on the drivetrain or the vehicle model. In the remaining cases, an allocation mechanism was used for each economic activity and each performance indicator. Taxonomy-aligned REVENUES of the BMW Group amounted to EUR 23,690 million in FY 2023, corresponding to 15.2 % of total Group revenues.

Row 2

(5.4.1.1) Methodology or framework used to assess alignment

Select from:

☑ A sustainable finance taxonomy

(5.4.1.2) Taxonomy under which information is being reported

Select from:

☑ EU Taxonomy for Sustainable Activities

(5.4.1.3) Objective under which alignment is being reported

Select from:

☑ Climate change mitigation

(5.4.1.4) Indicate whether you are reporting eligibility information for the selected objective

Select from:

☑ Yes

(5.4.1.5) Financial metric

Select from:

☑ CAPEX

(5.4.1.6) Amount of selected financial metric that is aligned in the reporting year (currency)

7926000000

(5.4.1.7) Percentage share of selected financial metric aligned in the reporting year (%)

26

(5.4.1.8) Percentage share of selected financial metric planned to align in 2025 (%)

50

(5.4.1.9) Percentage share of selected financial metric planned to align in 2030 (%)

60

(5.4.1.10) Percentage share of financial metric that is taxonomy-eligible in the reporting year (%)

99.8

(5.4.1.11) Percentage share of financial metric that is taxonomy non-eligible in the reporting year (%)

0.2

(5.4.1.12) Details of the methodology or framework used to assess alignment with your organization’s climate transition

Percentage share of CapEx planned to align (according to EU taxonomy) in 2025 and 2030: EU Taxonomy aligned share of CapEx for the segment Automotive is expected to be in FY 2025 min. 50% and in 2030 min. 60%, based on total CapEx for segment Automotive. For the reporting year 2023, we are continuing to report on Taxonomy eligibility and Taxonomy alignment in relation to Environmental Objective I “Climate change mitigation” and Environmental Objective II “Climate change adaptation”. All Taxonomy-eligible capital expenditure for economic activities CCM 3.3 and CCM 6.5 is disclosed under Environmental Objective I “Climate change mitigation”, given that there are no identifiable values for Environmental Objective II “Climate change adaptation” that can be separated from Environmental Objective I “Climate change mitigation”. This approach avoids double counting of capital expenditure when determining the KPI in the numerator across multiple economic activities. In the case of capital expenditure all Taxonomy-eligible expenditure is allocated to the two economic activities CCM 3.3 and CCM 6.5. In most cases, values from financial data were allocated directly to the economic activities for all three performance indicators, based for example on the drivetrain or the vehicle model. In the remaining cases, an allocation mechanism was used for each economic activity and each performance indicator. For Taxonomy-eligible and Taxonomy-aligned capital expenditure for economic activity CCM 3.3, the allocator is based on long-term Taxonomy- aligned revenues generated from the Automotive and Motorcycles segment: — Allocator for economic activity CCM 3.3: Proportion (BEV PHEV [

Row 3

(5.4.1.1) Methodology or framework used to assess alignment

Select from:

☑ A sustainable finance taxonomy

(5.4.1.2) Taxonomy under which information is being reported

Select from:

☑ EU Taxonomy for Sustainable Activities

(5.4.1.3) Objective under which alignment is being reported

Select from:

☑ Climate change mitigation

(5.4.1.4) Indicate whether you are reporting eligibility information for the selected objective

Select from:

☑ Yes

(5.4.1.5) Financial metric

Select from:

☑ OPEX

(5.4.1.6) Amount of selected financial metric that is aligned in the reporting year (currency)

2062000000

(5.4.1.7) Percentage share of selected financial metric aligned in the reporting year (%)

31.1

(5.4.1.8) Percentage share of selected financial metric planned to align in 2025 (%)

35

(5.4.1.9) Percentage share of selected financial metric planned to align in 2030 (%)

60

(5.4.1.10) Percentage share of financial metric that is taxonomy-eligible in the reporting year (%)

100

(5.4.1.11) Percentage share of financial metric that is taxonomy non-eligible in the reporting year (%)

0

(5.4.1.12) Details of the methodology or framework used to assess alignment with your organization's climate transition

Percentage share of OpEx planned to align (according to EU taxonomy) in 2025 and 2030: EU Taxonomy aligned share of OpEx for the segment Automotive is expected to be in FY 2025 min. 35% and in 2030 min. 60%, based on total OpEx for segment Automotive. Note: Changes compared to the previous reporting have resulted from the updated long-term corporate planning. For the reporting year 2023, we are continuing to report on Taxonomy eligibility and Taxonomy alignment in relation to Environmental Objective I "Climate change mitigation" and Environmental Objective II "Climate change adaptation". All Taxonomy-eligible operating expenditure for economic activities CCM 3.3 and CCM 6.5 is disclosed under Environmental Objective I "Climate change mitigation", given that there are no identifiable values for Environmental Objective II "Climate change adaptation" that can be separated from Environmental Objective I "Climate change mitigation". This approach avoids double counting of operating expenditure when determining the KPI in the numerator across multiple economic activities. In the case of operating expenditure, all Taxonomy-eligible expenditure is allocated to the two economic activities CCM 3.3 and CCM 6.5. In most cases, values from financial data were allocated directly to the economic activities for all three performance indicators, based for example on the drivetrain or the vehicle model. In the remaining cases, an allocation mechanism was used for each economic activity and each performance indicator. For non-capitalised development costs for economic activity CCM 3.3, the allocator is based on long-term Taxonomy- aligned revenues generated from the Automotive and Motorcycles segment: — Allocator for economic activity CCM 3.3: Proportion (BEV PHEV [
[Add row]

(5.4.2) Quantify the percentage share of your spending/revenue that was associated with eligible and aligned activities under the sustainable finance taxonomy in the reporting year.

Row 1

(5.4.2.1) Economic activity

Select from:

☑ Manufacture of low carbon technologies for transport

(5.4.2.2) Taxonomy under which information is being reported

Select from:

☑ EU Taxonomy for Sustainable Activities

(5.4.2.3) Taxonomy alignment

Select from:

☑ Taxonomy-aligned

(5.4.2.4) Financial metrics

Select all that apply

☑ Turnover

☑ CAPEX

☑ OPEX

(5.4.2.5) Types of substantial contribution

Select all that apply

☑ Own performance

☑ Activity enabling mitigation

(5.4.2.6) Taxonomy-aligned turnover from this activity in the reporting year (currency)

23340000000

(5.4.2.7) Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year

15

(5.4.2.8) Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year

15

(5.4.2.9) Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year

0

(5.4.2.13) Taxonomy-aligned CAPEX from this activity in the reporting year (currency)

6908000000

(5.4.2.14) Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year

22.7

(5.4.2.15) Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year

22.7

(5.4.2.16) Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year

0

(5.4.2.20) Taxonomy-aligned OPEX from this activity in the reporting year (currency)

2051000000

(5.4.2.21) Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year

30.9

(5.4.2.22) Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year

30.9

(5.4.2.23) Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year

0

(5.4.2.27) Calculation methodology and supporting information

All Taxonomy-eligible revenues, CAPEX and OPEX for economic activities CCM 3.3 and CCM 6.5 are disclosed under Environmental Objective I "Climate change mitigation", given that there are no identifiable values for Environmental Objective II "Climate change adaptation" that can be separated from Environmental Objective I "Climate change mitigation". This approach avoids double counting of revenues, capital expenditure and operating expenditure when determining the KPI in the numerator across multiple economic activities. In the case of capital expenditure and operating expenditure, all Taxonomy-eligible expenditure is allocated to the two economic activities CCM 3.3 and CCM 6.5. In most cases, values from financial data were allocated directly to the economic activities for all three performance indicators, based for example on the drivetrain or the vehicle model. In the remaining cases, an allocation mechanism was used for each economic activity and each performance indicator. For Taxonomy-eligible and Taxonomy-aligned capital expenditure for economic activity CCM 3.3, the allocator is based on long-term Taxonomy-aligned revenues generated from the Automotive and Motorcycles segment: — Allocator for economic activity CCM 3.3: Proportion (BEV PHEV [

(5.4.2.28) Substantial contribution criteria met

Select from:

☑ Yes

(5.4.2.29) Details of substantial contribution criteria analysis

The BMW Group has reviewed its contribution to the environmental objectives "Climate change mitigation" and "Climate change adaptation" for the reporting year. Economic activity CCM 3.3 and economic activity CCM 6.5 both make a substantial contribution to Environmental Objective I "Climate change mitigation" due to the manufacture as well as financing and leasing of low-emission (PHEV

(5.4.2.30) Do no significant harm requirements met

Select from:

☑ Yes

(5.4.2.31) Details of do no significant harm analysis

Compliance with the DNSH criteria was reviewed in the reporting year for the five additional environmental objectives, based in each case on the specific requirements for economic activity CCM 3.3 "Manufacture of low carbon technologies for transport" and economic activity CCM 6.5 "Transport by motorbikes, passenger cars and light commercial vehicles".

(5.4.2.32) Minimum safeguards compliance requirements met

Select from:

☑ Yes

(5.4.2.33) Attach any supporting evidence

Row 2

(5.4.2.1) Economic activity

Select from:

☑ Transport by motorbikes, passenger cars and light commercial vehicles

(5.4.2.2) Taxonomy under which information is being reported

Select from:

☑ EU Taxonomy for Sustainable Activities

(5.4.2.3) Taxonomy alignment

Select from:

☑ Taxonomy-aligned

(5.4.2.4) Financial metrics

Select all that apply

☑ Turnover

☑ CAPEX

☑ OPEX

(5.4.2.5) Types of substantial contribution

Select all that apply

☑ Own performance

☑ Transitional activity

(5.4.2.6) Taxonomy-aligned turnover from this activity in the reporting year (currency)

350000000

(5.4.2.7) Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year

0.2

(5.4.2.8) Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year

0.2

(5.4.2.9) Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year

0

(5.4.2.13) Taxonomy-aligned CAPEX from this activity in the reporting year (currency)

1018000000

(5.4.2.14) Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year

3.3

(5.4.2.15) Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year

3.3

(5.4.2.16) Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year

0

(5.4.2.20) Taxonomy-aligned OPEX from this activity in the reporting year (currency)

11000000

(5.4.2.21) Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year

0.2

(5.4.2.22) Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year

0.2

(5.4.2.23) Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year

0

(5.4.2.27) Calculation methodology and supporting information

All Taxonomy-eligible revenues, CAPEX and OPEX for economic activities CCM 3.3 and CCM 6.5 are disclosed under Environmental Objective I "Climate change mitigation", given that there are no identifiable values for Environmental Objective II "Climate change adaptation" that can be separated from Environmental Objective I "Climate change mitigation". This approach avoids double counting of revenues, capital expenditure and operating expenditure when determining the KPI in the numerator across multiple economic activities. In the case of CAPEX and OPEX, all Taxonomy-eligible expenditure is allocated to the two economic activities CCM 3.3 and CCM 6.5. There is no separable Taxonomy- eligible CAPEX and OPEX for economic activity CE 5.4. In most cases, values from financial data were allocated directly to the economic activities for all three performance indicators, based for example on the drivetrain or the vehicle model. In the remaining cases, an allocation mechanism was used for each economic activity and each performance indicator. For Taxonomy-eligible and Taxonomy-aligned CAPEX for economic activity CCM 3.3, the allocator is based on long-term Taxonomy-aligned revenues generated from the Automotive and Motorcycles segment: — Allocator for economic activity CCM 3.3: Proportion (BEV PHEV [

(5.4.2.28) Substantial contribution criteria met

Select from:

☑ Yes

(5.4.2.29) Details of substantial contribution criteria analysis

The BMW Group has reviewed its contribution to the environmental objectives “Climate change mitigation” and “Climate change adaptation” for the reporting year. Economic activity CCM 3.3 and economic activity CCM 6.5 both make a substantial contribution to Environmental Objective I “Climate change mitigation” due to the manufacture as well as financing and leasing of low-emission (PHEV

(5.4.2.30) Do no significant harm requirements met

Select from:

☑ Yes

(5.4.2.31) Details of do no significant harm analysis

Compliance with the DNSH criteria was reviewed in the reporting year for the five additional environmental objectives, based in each case on the specific requirements for economic activity CCM 3.3 “Manufacture of low carbon technologies for transport” and economic activity CCM 6.5 “Transport by motorbikes, passenger cars and light commercial vehicles”. The vehicle portfolio for economic activity CCM 6.5 includes BMW Group vehicles and vehicles from other manufacturers. As no data are available regarding the relevant attributes of these third-party products, it is currently not possible to make a comprehensive assessment in relation to the DNSH criteria. For this reason, these vehicles are currently not reported as Taxonomy-aligned.

(5.4.2.32) Minimum safeguards compliance requirements met

Select from:

☑ Yes

(5.4.2.33) Attach any supporting evidence

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Row 3

(5.4.2.1) Economic activity

Select from:

☑ Manufacture of low carbon technologies for transport

(5.4.2.2) Taxonomy under which information is being reported

Select from:

☑ EU Taxonomy for Sustainable Activities

(5.4.2.3) Taxonomy alignment

Select from:

☑ Taxonomy-eligible but not aligned

(5.4.2.4) Financial metrics

Select all that apply

☑ Turnover

☑ CAPEX

☑ OPEX

(5.4.2.10) Taxonomy-eligible but not aligned turnover from this activity in the reporting year (currency)

82233000000

(5.4.2.11) Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year

52.9

(5.4.2.17) Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (currency)

4524000000

(5.4.2.18) Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year

14.9

(5.4.2.24) Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (currency)

4322000000

(5.4.2.25) Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year

65.1

(5.4.2.27) Calculation methodology and supporting information

All Taxonomy-eligible revenues, CAPEX and OPEX for economic activities CCM 3.3 and CCM 6.5 are disclosed under Environmental Objective I "Climate change mitigation", given that there are no identifiable values for Environmental Objective II "Climate change adaptation" that can be separated from Environmental Objective I "Climate change mitigation". This approach avoids double counting of revenues, capital expenditure and operating expenditure when determining the KPI in the numerator across multiple economic activities. In the case of capital expenditure and operating expenditure, all Taxonomy-eligible expenditure is allocated to the two economic activities CCM 3.3 and CCM 6.5. In most cases, values from financial data were allocated directly to the economic activities for all three performance indicators, based for example on the drivetrain or the vehicle model. In the remaining cases, an allocation mechanism was used for each economic activity and each performance indicator. For Taxonomy-eligible and Taxonomy-aligned capital expenditure for economic activity CCM 3.3, the allocator is based on long-term Taxonomy-aligned revenues generated from the Automotive and Motorcycles segment: — Allocator for economic activity CCM 3.3: Proportion (BEV PHEV [

(5.4.2.28) Substantial contribution criteria met

Select from:

☑ Yes

(5.4.2.29) Details of substantial contribution criteria analysis

The BMW Group has reviewed its contribution to the environmental objectives "Climate change mitigation" and "Climate change adaptation" for the reporting year. Economic activity CCM 3.3 and economic activity CCM 6.5 both make a substantial contribution to Environmental Objective I "Climate change mitigation" due to the manufacture as well as financing and leasing of low-emission (PHEV

(5.4.2.30) Do no significant harm requirements met

Select from:

☑ Yes

(5.4.2.31) Details of do no significant harm analysis

Compliance with the DNSH criteria was reviewed in the reporting year for the five additional environmental objectives, based in each case on the specific requirements for economic activity CCM 3.3 "Manufacture of low carbon technologies for transport" and economic activity CCM 6.5 "Transport by motorbikes, passenger cars and light commercial vehicles".

(5.4.2.32) Minimum safeguards compliance requirements met

Select from:

☑ Yes

(5.4.2.33) Attach any supporting evidence

BMW-Group-Report-2023-en.pdf

Row 4

(5.4.2.1) Economic activity

Select from:

☑ Transport by motorbikes, passenger cars and light commercial vehicles

(5.4.2.2) Taxonomy under which information is being reported

Select from:

☑ EU Taxonomy for Sustainable Activities

(5.4.2.3) Taxonomy alignment

Select from:

☑ Taxonomy-eligible but not aligned

(5.4.2.4) Financial metrics

Select all that apply

☑ Turnover

☑ CAPEX

☑ OPEX

(5.4.2.10) Taxonomy-eligible but not aligned turnover from this activity in the reporting year (currency)

18115000000

(5.4.2.11) Taxonomy-eligible but not aligned turnover from this activity as % of total turnover in the reporting year

11.6

(5.4.2.17) Taxonomy-eligible but not aligned CAPEX associated with this activity in the reporting year (currency)

17924000000

(5.4.2.18) Taxonomy-eligible but not aligned CAPEX associated with this activity as % of total CAPEX in the reporting year

58.9

(5.4.2.24) Taxonomy-eligible but not aligned OPEX associated with this activity in the reporting year (currency)

250000000

(5.4.2.25) Taxonomy-eligible but not aligned OPEX associated with this activity as % total OPEX in the reporting year

3.8

(5.4.2.27) Calculation methodology and supporting information

All Taxonomy-eligible revenues, CAPEX and OPEX for economic activities CCM 3.3 and CCM 6.5 are disclosed under Environmental Objective I "Climate change mitigation", given that there are no identifiable values for Environmental Objective II "Climate change adaptation" that can be separated from Environmental Objective I "Climate change mitigation". This approach avoids double counting of revenues, capital expenditure and operating expenditure when determining the KPI in the numerator across multiple economic activities. In the case of CAPEX and OPEX, all Taxonomy-eligible expenditure is allocated to the two economic activities CCM 3.3 and CCM 6.5. There is no separable Taxonomy- eligible CAPEX and OPEX for economic activity CE 5.4. In most cases, values from financial data were allocated directly to the economic activities for all three performance indicators, based for example on the drivetrain or the vehicle model. In the remaining cases, an allocation mechanism was used for each economic activity and each performance indicator. For Taxonomy-eligible and Taxonomy-aligned CAPEX for economic activity CCM 3.3, the allocator is based on long-term Taxonomy-aligned revenues generated from the Automotive and Motorcycles segment: — Allocator for economic activity CCM 3.3: Proportion (BEV PHEV [

(5.4.2.28) Substantial contribution criteria met

Select from:

☑ Yes

(5.4.2.29) Details of substantial contribution criteria analysis

The BMW Group has reviewed its contribution to the environmental objectives “Climate change mitigation” and “Climate change adaptation” for the reporting year. Economic activity CCM 3.3 and economic activity CCM 6.5 both make a substantial contribution to Environmental Objective I “Climate change mitigation” due to the manufacture as well as financing and leasing of low-emission (PHEV

(5.4.2.30) Do no significant harm requirements met

Select from:

☑ Yes

(5.4.2.31) Details of do no significant harm analysis

Compliance with the DNSH criteria was reviewed in the reporting year for the five additional environmental objectives, based in each case on the specific requirements for economic activity CCM 3.3 “Manufacture of low carbon technologies for transport” and economic activity CCM 6.5 “Transport by motorbikes, passenger cars and light commercial vehicles”. The vehicle portfolio for economic activity CCM 6.5 includes BMW Group vehicles and vehicles from other manufacturers. As no data are available regarding the relevant attributes of these third-party products, it is currently not possible to make a comprehensive assessment in relation to the DNSH criteria. For this reason, these vehicles are currently not reported as Taxonomy-aligned.

(5.4.2.32) Minimum safeguards compliance requirements met

Select from:

☑ Yes

(5.4.2.33) Attach any supporting evidence

BMW-Group-Report-2023-en.pdf
[Add row]

(5.4.3) Provide any additional contextual and/or verification/assurance information relevant to your organization’s taxonomy alignment.

(5.4.3.1) Details of minimum safeguards analysis

Additionally, companies that carry out economic activities as defined by the EU Taxonomy are required to establish minimum safeguards. These require the implementation of processes to ensure compliance with due diligence obligations both within an organisation and in stages of the upstream and downstream value chain that have been outsourced. Specifically, this refers to compliance with human rights and topics like bribery, corruption, taxation and fair competition. In its policy statement on respect for human rights and corresponding environmental standards, the BMW Group has, among other things, committed to compliance with the following standards for minimum safeguards as defined in Article 18 of the Taxonomy Regulation: Organization for Economic Cooperation and Development (OECD) Guidelines for Multinational Enterprises, the UN Guiding Principles on Business and Human Rights and the Ten Principles of the UN Global Compact, which we signed back in 2001. The minimum safeguard requirements are met.

(5.4.3.2) Additional contextual information relevant to your taxonomy accounting

For reporting year 2023, the BMW Group continued to report on Taxonomy eligibility and Taxonomy alignment in relation to Environmental Objective I "Climate change mitigation" and Environmental Objective II "Climate change adaptation". The BMW Group also reported on the proportion of Taxonomy-eligible revenues, capital expenditure and operating expenditure in relation to Environmental Objective IV "Transition to a circular economy" for the first time following the new Delegated Regulation 2023/2486. There are, at present, no economic activities relevant to the BMW Group relating to Environmental Objective III "Sustainable use and protection of water and marine resources", Environmental Objective V "Pollution prevention and control" or Environmental Objective VI "Protection and restoration of biodiversity and ecosystems". The BMW Group will be required to report on Taxonomy alignment for all environmental objectives from reporting year 2024 onwards. The BMW Group supports the overarching goal of the EU Taxonomy to promote the private financing of environmentally sustainable economic activities in order to make Europe the world's first climate-neutral continent by 2050. The BMW Group's business activities can be summarised under the following economic activities: Manufacture of low carbon technologies for transport (CCM 3.3, CCA 3.3) Transport by motorbikes, passenger cars and light commercial vehicles (CCM 6.5, CCA 6.5) Sale of second-hand goods (CE 5.4) The BMW Group examined the relevance of economic activity CCM 3.18 "Manufacture of automotive and mobility components" following the publication of the new Delegated Regulation 2023/2485. This economic activity may become increasingly important in the next few years as the electrification of the vehicle portfolio increases but is not included in the reporting of the current year. THIRD PARTY VERIFICATION: The entire report of BMW AG, including the chapter on EU Taxonomy, is subjected to an annual independent audit by PricewaterhouseCoopers GmbH Wirtschaftsprüfungsgesellschaft ("PwC" or "Auditor"). The external audit serves to underpin the reliability and trustworthiness of the information contained therein for the public. The external audit supports the Supervisory Board of BMW AG in fulfilling its auditing duties.

(5.4.3.3) Indicate whether you will be providing verification/assurance information relevant to your taxonomy alignment in question 13.1

Select from:

☑ Yes

[Fixed row]

(5.5) Does your organization invest in research and development (R&D) of low-carbon products or services related to your sector activities?

	Investment in low-carbon R&D	Comment
	Select from: ☑ Yes	*N/A*

[Fixed row]

(5.5.8) Provide details of your organization's investments in low-carbon R&D for transport-related activities over the last three years.

Row 1

(5.5.8.1) Activity

Select all that apply

☑ Light Duty Vehicles (LDV)

(5.5.8.2) Technology area

Select from:

☑ Battery electric vehicle

(5.5.8.3) Stage of development in the reporting year

Select from:

☑ Large scale commercial deployment

(5.5.8.4) Average % of total R&D investment over the last 3 years

0

(5.5.8.5) R&D investment figure in the reporting year (unit currency as selected in 1.2) (optional)

7755000000

(5.5.8.6) Average % of total R&D investment planned over the next 5 years

50

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

REMARK: For competitive reasons, we state the average % of total R&D investment over the last 3 years as 0, and provide the following detailed information. Planned MINIMUM 50% (incl. BEV, Hydrogen and other technologies): EU Taxonomy aligned share of CapEx for the segment Automotive is expected to be in FY 2025 min. 50% and in 2030 min. 60%, based on total CapEx for segment Automotive. The systematic electrification of its products, with a wide range of attractive models, is proving to be a key success factor for the BMW Group. High demand for BMW and MINI brand all-electric vehicles gave rise to dynamic sales growth in this area in 2023. Overall, the BMW Group delivered a total of 375,716 all-electric vehicles to customers, rising 74.1% compared to one year earlier (2022: 215,752 units). The success of the BMW i4 and BMW iX1 models had a major impact on sales growth. The BMW iX3 and the BMW iX also continued to enjoy great popularity. Furthermore, electrification made its debut in its top model series in the form of the BMW i7 Luxury Sedan. The new BMW i5 Business Sedan was also added to the range of all-electric automobiles. This means that the BMW Group now has an all-electric model in each of its core segments. Sales of battery electric (BEV) and plug-in electric (PHEV) vehicles in 2023 totalled 565,875 units (2022: 433,792 units; 30.4 %). The share of all-electric vehicles in deliveries increased to 14.7% in 2023 (2022: 9.0%; 63.3%). The significant increase also had a positive effect on the development of fleet carbon emissions. The continuing transformation of the BMW Group is reflected in the moderate increase in research and development spending, mainly driven by new models, the NEUE KLASSE and the associated development of the sixth generation of electric drive trains. Additional investments were also made in digitalisation of the vehicle fleet and automated driving. Early in 2024, we passed the milestone of two million electrified vehicles sold. This includes both pure electric vehicles and plug-in hybrids. More than half the vehicles we sell worldwide will be fully electric before 2030. Our R&D expenditures in 2023 were EUR 7.8 billion (2022 EUR 7.2 billion, 2021: EUR 6.9 billion) to develop models with further increased efficiency, PHEVs, BEVs and mobility services.

Row 2

(5.5.8.1) Activity

Select all that apply

☑ Light Duty Vehicles (LDV)

(5.5.8.2) Technology area

Select from:

☑ Hydrogen fuel cell

(5.5.8.3) Stage of development in the reporting year

Select from:

☑ Full/commercial-scale demonstration

(5.5.8.4) Average % of total R&D investment over the last 3 years

0

(5.5.8.5) R&D investment figure in the reporting year (unit currency as selected in 1.2) (optional)

7755000000

(5.5.8.6) Average % of total R&D investment planned over the next 5 years

50

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

REMARK: For competitive reasons, we state the average % of total R&D investment over the last 3 years as 0, and provide the following detailed information. Planned MINIMUM 50% (incl. BEV, Hydrogen and other technologies): EU Taxonomy aligned share of CapEx for the segment Automotive is expected to be in FY 2025 min. 50% and in 2030 min. 60%, based on total CapEx for segment Automotive. Since the beginning of 2023, a pilot fleet of the hydrogen-powered BMW iX5 Hydrogen has been driven on roads worldwide. The aim is to ascertain whether the product is ready for series production and to obtain initial customer feedback. On the one hand, we are focusing on countries where the hydrogen industry is developing positively, for example with the establishment of a filling station network. On the other hand, we are also active in areas where the production of preferably green hydrogen and its distribution and use in various applications are gaining in importance. These areas currently include parts of Europe, Japan, South Korea, China, the USA and the Middle East. Firstly, the findings from the pilot project are being incorporated into the development of a potential series product. Secondly, we are using them to promote initiatives for the construction of hydrogen filling stations worldwide. In this context, the Alternative Fuel and Infrastructure Regulation (AFIR) will provide new impetus at EU level. Among other things, it provides for the establishment of a basic network of hydrogen filling stations along the main European transport routes. The BMW Group is also committed to promoting hydrogen technology at a higher level, including involvement in global organisations and associations such as the Hydrogen Council. As an associated partner of H2 Mobility Deutschland GmbH, the BMW Group is also supporting the development of hydrogen infrastructure in Germany.

Row 3

(5.5.8.1) Activity

Select all that apply

☑ Light Duty Vehicles (LDV)

(5.5.8.2) Technology area

Select from:

☑ Alternative battery technology

(5.5.8.3) Stage of development in the reporting year

Select from:

☑ Applied research and development

(5.5.8.4) Average % of total R&D investment over the last 3 years

0

(5.5.8.5) R&D investment figure in the reporting year (unit currency as selected in 1.2) (optional)

7755000000

(5.5.8.6) Average % of total R&D investment planned over the next 5 years

50

(5.5.8.7) Explain how your R&D investment in this technology area is aligned with your climate commitments and/or climate transition plan

REMARK: For competitive reasons, we state the average % of total R&D investment over the last 3 years as 0, and provide the following detailed information. Planned MINIMUM 50% (incl. BEV, Hydrogen and other technologies): EU Taxonomy aligned share of CapEx for the segment Automotive is expected to be in FY 2025 min. 50% and in 2030 min. 60%, based on total CapEx for segment Automotive. High-performance, innovative and sustainably produced battery cells are the key to success for individual electric mobility. With its NEUE KLASSE models, the BMW Group will be entering a new era of e-mobility as of 2025, using newly developed round battery cells for the first time that are ideally suited to the new architecture. The sixth generation of our lithium-ion cells represents a giant technological leap forward compared with the previous generation, effectively increasing energy density by more than 20 %, charging speed by up to 30 % and range

by around 30 %. The BMW Group has placed orders worth a double-digit billion euro amount prior to the production of the new BMW battery cells. Benefiting from the extensive in-house expertise gained from the Group's own Cell Manufacturing Competence Centre, the team consisting of Development, Production and Purchasing has succeeded in significantly cutting the total cost of the high-voltage storage system, thanks to the new battery cell and the innovative integration concept for the storage technology developed by the BMW Group.
[Add row]

(5.9) What is the trend in your organization's water-related capital expenditure (CAPEX) and operating expenditure (OPEX) for the reporting year, and the anticipated trend for the next reporting year?

(5.9.1) Water-related CAPEX (+/- % change)

0

(5.9.2) Anticipated forward trend for CAPEX (+/- % change)

0

(5.9.3) Water-related OPEX (+/- % change)

0

(5.9.4) Anticipated forward trend for OPEX (+/- % change)

0

(5.9.5) Please explain

CAPEX: Water efficiency is improved mainly by integrated investments (quality, cost and resource/water efficiency improvements). A separation is not possible in a solid way. Capital expenditures for facilities and infrastructure vary on an annual basis due to varying project sizes. On average, investments in water efficiency measures amount to EUR 40 million p.a. Our forward trend estimate is a 0% change with similar investments in water efficiency as in 2023. OPEX: Water consumption per vehicle in 2023 decreased compared to 2022 (1.90 to 1.78 m3/vehicle). Absolute water withdrawals remained on a comparable level. Wastewater has been slightly increased by 11% (third-party treatment) but water treatment expenses did not change significantly. This is why have chosen a 0% change in water OPEX when compared to 2022. Due to an expected slight increase in vehicle volumes in 2024 but improved efficiencies, our forward trend estimate is a 0% change.
[Fixed row]

(5.10) Does your organization use an internal price on environmental externalities?

	Use of internal pricing of environmental externalities	Environmental externality priced
	Select from: ☑ Yes	*Select all that apply* ☑ Carbon ☑ Water

[Fixed row]

(5.10.1) Provide details of your organization's internal price on carbon.

Row 1

(5.10.1.1) Type of pricing scheme

Select from:

☑ Shadow price

(5.10.1.2) Objectives for implementing internal price

Select all that apply

☑ Drive energy efficiency

☑ Drive low-carbon investment

☑ Identify and seize low-carbon opportunities

(5.10.1.3) Factors considered when determining the price

Select all that apply

☑ Benchmarking against peers

☑ Cost of required measures to achieve climate-related targets

☑ Scenario analysis

☑ Other, please specify :regulation

(5.10.1.4) Calculation methodology and assumptions made in determining the price

Failing CO2 compliance by 1 g CO2/km in 2020 (for the EU car fleet the limit is 95 g CO2/km in average) an automotive company would have to pay EUR 95 per 1 g CO2 / km for each vehicle sold. Using an averaged mileage of 200.000 km over vehicle lifetime, consistent with the Association of the German Automotive Industry (VDA) assumption, 1 g CO2 / km corresponds over lifetime to 0.2 tons CO2. Therefore, if marginal costs per vehicle to reduce CO2 fleet emissions by another gram CO2 / km exceed EUR 95 / 0.2 t EUR 475 / ton then opportunity costs of paying the fine would be advantageous from an economical perspective.

(5.10.1.5) Scopes covered

Select all that apply

☑ Scope 3, Category 11 - Use of sold products

(5.10.1.6) Pricing approach used – spatial variance

Select from:

☑ Uniform

(5.10.1.8) Pricing approach used – temporal variance

Select from:

☑ Static

(5.10.1.10) Minimum actual price used (currency per metric ton CO2e)

475

(5.10.1.11) Maximum actual price used (currency per metric ton CO2e)

475

(5.10.1.12) Business decision-making processes the internal price is applied to

Select all that apply

☑ Capital expenditure

☑ Product and R&D

☑ Risk management

☑ Other, please specify :market sales mix

(5.10.1.13) Internal price is mandatory within business decision-making processes

Select from:

☑ Yes, for all decision-making processes

(5.10.1.14) % total emissions in the reporting year in selected scopes this internal price covers

100

(5.10.1.15) Pricing approach is monitored and evaluated to achieve objectives

Select from:

☑ Yes

(5.10.1.16) Details of how the pricing approach is monitored and evaluated to achieve your objectives

COMPANY-SPECIFIC DESCRIPTION OF HOW BMW USES THE INTERNAL PRICE ON CARBON: We use this price tag as "shadow price" to steer our investments into Efficient Dynamics technologies and low carbon products (BEVs, PHEV). To do so, we use this shadow price in specific vehicle business case calculations in markets with a CO2-fleet non-compliance risk. We defined a g CO2 / km target line. E.g. BEVs have zero g CO2 / km emissions which contributes positively to their business case. In contrary, the business case of conventional cars above the target line is negatively impacted. As a result, Efficient Dynamics technologies are standard in all BMW Group cars. We already provide our customers with an extensive range of allelectric, battery-powered vehicles (BEV). In 2023, another highvolume model, the all-electric BMW i5 business sedan, went on sale. MINI presented the new all-electric MINI Cooper SE to the public during the year under report. The BMW Group has at least one all-electric model in its range for all three premium brands and in all segments. At the end of the reporting period, a total of 20 all-electric models in ten different series were available to order from the BMW Group. Remark how the price tag is derived: Failing CO2 compliance by 1 g CO2/km in 2020 (for the EU car fleet the limit is 95 g CO2/km in average) an automotive company would have to pay EUR 95 per 1 g CO2 / km for each vehicle sold. Using an averaged mileage of 200.000 km over vehicle lifetime, consistent with the Association of the German Automotive Industry (VDA) assumption, 1 g CO2 / km corresponds over lifetime to 0.2 tons CO2. Therefore, if marginal costs per vehicle to reduce CO2 fleet emissions by another gram CO2 / km exceed EUR 95 / 0.2 t EUR 475 / ton then opportunity costs of paying the fine would be advantageous from an economical perspective. However, paying fines instead of complying with

regulations is no option for the BMW Group. Therefore this shadow price is used to compare costs for technical measures against this cost threshold. The assessment with the penalties to be avoided was already established as an internal control parameter many years back. At the moment (2023), the customer demand for xEV is leading to an oversupply of fleet value reductions in the EU. The adequacy of the internal price for carbon is reviewed at regular intervals and adjusted in the event of major changes in framework conditions or an adaptation of the steering effect deemed necessary.

Row 2

(5.10.1.1) Type of pricing scheme

Select from:

☑ Shadow price

(5.10.1.2) Objectives for implementing internal price

Select all that apply

☑ Drive energy efficiency

☑ Drive low-carbon investment

☑ Navigate regulations

☑ Other, please specify **:**Change internal behavior

(5.10.1.3) Factors considered when determining the price

Select all that apply

☑ Alignment with the price of allowances under an Emissions Trading Scheme

☑ Price with substantive impact on business decisions

☑ Scenario analysis

(5.10.1.4) Calculation methodology and assumptions made in determining the price

From a long-term perspective, internal prices on carbon have a significant degree of influence on defining technology roadmaps, research & development priorities as well as identification of business opportunities. We steer according to quantities of emissions to be avoided in combination within the “marginal/limit price” to do so. This “limit price” accepted by us is derived from the abatement cost curve.

(5.10.1.5) Scopes covered

Select all that apply

☑ Scope 1

☑ Scope 2

☑ Scope 3, other (upstream)

(5.10.1.6) Pricing approach used – spatial variance

Select from:

☑ Differentiated

(5.10.1.7) Indicate how and why the price is differentiated

We do not steer directly via a uniform internal CO2 price, but according to quantities of emissions to be avoided in combination within the "marginal/limit price" to do so. This "limit price" accepted by us is derived from the abatement cost curve. This leads to very different results in the different scopes, which is another reason why we do not set a uniform CO2 price. Within Scope 3 upstream emissions, the setting of the "limit price" is done in conjunction with the definition of product carbon footprint targets per vehicle derivative. In doing so, we anticipate the development of external carbon prices (EU ETS) in the company premises. With Scope 1, the situation is completely different: Due to high reductions in the past in Scope 1, the low hanging fruits have already been taken and the difficulty of mitigation has risen significantly. With Scope 2, the avoidance costs arise from market conditions for the procurement of green electricity, with significant regional differences between the most important production sites.

(5.10.1.8) Pricing approach used – temporal variance

Select from:

☑ Evolutionary

(5.10.1.9) Indicate how you expect the price to change over time

Internal price on carbon (aligned with allowances under ETS for EU) is expected to INCREASE. Regional differentiation on internal prices on carbon for business cases and decision making apply.

(5.10.1.10) Minimum actual price used (currency per metric ton CO2e)

0

(5.10.1.11) Maximum actual price used (currency per metric ton CO2e)

100

(5.10.1.12) Business decision-making processes the internal price is applied to

Select all that apply

☑ Capital expenditure

☑ Operations

☑ Procurement

☑ Risk management

(5.10.1.13) Internal price is mandatory within business decision-making processes

Select from:

☑ Yes, for all decision-making processes

(5.10.1.14) % total emissions in the reporting year in selected scopes this internal price covers

95

(5.10.1.15) Pricing approach is monitored and evaluated to achieve objectives

Select from:

☑ Yes

(5.10.1.16) Details of how the pricing approach is monitored and evaluated to achieve your objectives

From a long-term perspective, internal prices on carbon have a significant degree of influence on defining technology roadmaps, research & development priorities as well as identification of business opportunities. We do not steer directly via a uniform internal CO2 price, but according to quantities of emissions to be avoided in combination within the "marginal/limit price" to do so. This "limit price" accepted by us is derived from the abatement cost curve. This leads to very different results in the different scopes, which is another reason why we do not set a uniform CO2 price. Within Scope 3 upstream emissions, the setting of the "limit price" is done in conjunction with the definition of product carbon footprint targets per vehicle derivative. In doing so, we anticipate the development of external carbon prices (EU ETS) in the company premises. The corresponding marginal carbon cost values have now risen to EUR 50-100. We have repeatedly found that the prevention costs/additional costs of CO2-reduced energy-intensive raw materials correlate with ETS price levels. For important sourcing decisions (e.g. supply chain for CO2 burdened raw materials like aluminum and steel) CO2 is taken into account in supplier selection and localization decisions. With Scope 1, the situation is completely different: Due to high reductions in the past in Scope 1, the low hanging fruits have already been taken and the difficulty of mitigation has risen significantly. For example, heating is harder to abate than electricity usage related emissions. This means that the required marginal costs per ton of CO2 avoided are at a level that is

5-10 times higher than those in the supply chain (Scope 3 upstream). We therefore accept much higher costs in our own production and our direct responsibility. With Scope 2, the avoidance costs arise from market conditions for the procurement of green electricity, with significant regional differences between the most important production sites. These differentiated "limit prices" are applied in major investment decisions (e.g. co-generation affecting our Scope 1 and 2 emissions) as shadow price to ensure cost of carbon is evaluated in respective business cases. For example: the carbon shadow price in the EU influenced the decision to fund carbon free technologies in the new build plant in Debrecen. Our new plant in Debrecen, Hungary, will be the world's most advanced car plant, using no fossil fuels at all.
[Add row]

(5.10.2) Provide details of your organization's internal price on water.

Row 1

(5.10.2.1) Type of pricing scheme

Select from:
☑ Shadow price

(5.10.2.2) Objectives for implementing internal price

Select all that apply
☑ Drive water-related investment
☑ Drive water efficiency
☑ Incentivize consideration of water-related issues in decision making
☑ Incentivize consideration of water-related issues in risk assessment
☑ Setting and/or achieving of water-related policies and targets

(5.10.2.3) Factors beyond current market price are considered in the price

Select from:
☑ Yes

(5.10.2.4) Factors considered when determining the price

Select all that apply
☑ Scenario analysis
☑ Costs of transporting water

☑ Existing water tariffs
☑ Costs of treating water
☑ Costs of disposing water
☑ Anticipated water tariffs

(5.10.2.5) Calculation methodology and assumptions made in determining the price

Project-based analysis of water costs and payback period (costs of water-saving measures have a positive effect on accounting).

(5.10.2.6) Stages of the value chain covered

Select all that apply
☑ Direct operations
☑ Project/site specific coverage

(5.10.2.7) Pricing approach used – spatial variance

Select from:
☑ Differentiated

(5.10.2.8) Indicate how and why the price is differentiated

Project-specific and regional parameters determine the differentiated price.

(5.10.2.9) Pricing approach used – temporal variance

Select from:
☑ Evolutionary

(5.10.2.10) Indicate how you expect the price to change over time

We expect the price to increase over time.

(5.10.2.11) Minimum actual price used (currency per cubic meter)

1

(5.10.2.12) Maximum actual price used (currency per cubic meter)

6

(5.10.2.13) Business decision-making processes the internal water price is applied to

Select all that apply

☑ Capital expenditure

☑ Dependencies management

☑ Operations

☑ Risk management

(5.10.2.14) Internal price is mandatory within business decision-making processes

Select from:

☑ Yes, for some decision-making processes, please specify **:**operations and projects especially in water-stressed areas

(5.10.2.15) Pricing approach is monitored and evaluated to achieve objectives

Select from:

☑ Yes

(5.10.2.16) Details of how the pricing approach is monitored and evaluated to achieve your objectives

We are continuously developing our internal price on water approach. This is done in connection with the further development of the BMW Group water strategy / stewardship and operationally through the findings from projects and application in our operations.
[Add row]

(5.11) Do you engage with your value chain on environmental issues?

	Engaging with this stakeholder on environmental issues	Environmental issues covered
Suppliers	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change ☑ Water ☑ Plastics
Customers	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change ☑ Water ☑ Plastics
Investors and shareholders	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change ☑ Water ☑ Plastics
Other value chain stakeholders	*Select from:* ☑ Yes	*Select all that apply* ☑ Climate change ☑ Water ☑ Plastics

[Fixed row]

(5.11.1) Does your organization assess and classify suppliers according to their dependencies and/or impacts on the environment?

Climate change

(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:

☑ Yes, we assess the dependencies and/or impacts of our suppliers

(5.11.1.2) Criteria for assessing supplier dependencies and/or impacts on the environment

Select all that apply

☑ Contribution to supplier-related Scope 3 emissions

(5.11.1.3) % Tier 1 suppliers assessed

Select from:

☑ 76-99%

(5.11.1.4) Define a threshold for classifying suppliers as having substantive dependencies and/or impacts on the environment

To classify suppliers having substantive dependencies and/or impacts on the environment we assess CO2e emissions via Life Cycle Analysis of our products. This covers almost 100% of the fleet produced in a reporting year. Like this we analyse CO2e from parts and raw materials. We build up a so call abatement curve showing the CO2e reduction by measure and the costs. Typical measures are usage of renewable energies and increasing recycled content in our products.

(5.11.1.5) % Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

Select from:

☑ 1-25%

(5.11.1.6) Number of Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

72

Water

(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:

☑ Yes, we assess the dependencies and/or impacts of our suppliers

(5.11.1.2) Criteria for assessing supplier dependencies and/or impacts on the environment

Select all that apply

☑ Dependence on water

☑ Impact on water availability

☑ Impact on pollution levels

☑ Other, please specify :suppliers are selected by their procurement spent (84% of BMW spent)

(5.11.1.3) % Tier 1 suppliers assessed

Select from:

☑ 1-25%

(5.11.1.4) Define a threshold for classifying suppliers as having substantive dependencies and/or impacts on the environment

CDP Supply Chain Program: In 2023, we requested 317 relevant suppliers with high contribution to our upstream environmental impact to report in detail on WATER SECURITY via the CDP Supply Chain Program. This equates to more than 84% of our production-related procurement spending. Out of the 317 requested suppliers, 246 responded. We are using the threshold of CDP water to classify the impacts and dependencies of our suppliers.

(5.11.1.5) % Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

Select from:

☑ 1-25%

(5.11.1.6) Number of Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

20

Plastics

(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:

☑ No, we do not currently assess the dependencies and/or impacts of our suppliers, but we plan to do so within the next two years

[Fixed row]

(5.11.2) Does your organization prioritize which suppliers to engage with on environmental issues?

Climate change

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

☑ Yes, we prioritize which suppliers to engage with on this environmental issue

(5.11.2.2) Criteria informing which suppliers are prioritized for engagement on this environmental issue

Select all that apply

☑ In line with the criteria used to classify suppliers as having substantive dependencies and/or impacts relating to climate change

☑ Material sourcing

☑ Procurement spend

☑ Product lifecycle

☑ Regulatory compliance

(5.11.2.4) Please explain

We prioritize specific suppliers for engagement on environmental issues in order to achieve a high impact and multiplier function.

Water

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

☑ Yes, we prioritize which suppliers to engage with on this environmental issue

(5.11.2.2) Criteria informing which suppliers are prioritized for engagement on this environmental issue

Select all that apply

☑ In line with the criteria used to classify suppliers as having substantive dependencies and/or impacts relating to water

(5.11.2.4) Please explain

We prioritize specific suppliers for engagement on environmental issues in order to achieve a high impact and multiplier function.

Plastics

(5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

☑ No, we do not prioritize which suppliers to engage with on this environmental issue

(5.11.2.3) Primary reason for no supplier prioritization on this environmental issue

Select from:

☑ No standardized procedure

(5.11.2.4) Please explain

Focus on CO2e reduction and raising SRQ. No focus especially on plastic.
[Fixed row]

(5.11.5) Do your suppliers have to meet environmental requirements as part of your organization’s purchasing process?

Climate change

(5.11.5.1) Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process

Select from:

☑ Yes, environmental requirements related to this environmental issue are included in our supplier contracts

(5.11.5.2) Policy in place for addressing supplier non-compliance

Select from:

☑ Yes, we have a policy in place for addressing non-compliance

(5.11.5.3) Comment

BMW Group Supplier Code of Conduct: IPC (international purchasing conditions) Contract Conditions out of BMWs standard RFQs and Service Interface Agreement with suppliers Sustainability-Assessment Questionnaire (SAQ) to indicate and verify supplier compliance on CSR/Sustainability topics through the assessment and verification of implementing a management system/s, defined as a combination of policies, processes, functions, tools and internal controls. Contractual agreements for CO2e-reducing measures during the nomination process: BMW agrees with its suppliers during the nomination process on green energy usage for 1-st tier but also on energy intensive production processes in the n-tier supply chain. The contractually agreement is signed by the supplier within a green electricity contract BMW agrees with its suppliers during the nomination process on secondary raw material quotes. The supplier has to provide a CO2 evaluation sheet with its RFQ to BMW which is a contractually binding document for secondary raw material quotas. The status of both agreements is subject to any nomination decision in the decider circles of BMW. After SOP (start of production) all contractually agreed CO2 reducing measures are subject to an Approval Process by a third party verification at the 1st tier and the relevant n-tier levers on a yearly basis for all affected supply chain levels.

Water

(5.11.5.1) Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process

Select from:

☑ Yes, environmental requirements related to this environmental issue are included in our supplier contracts

(5.11.5.2) Policy in place for addressing supplier non-compliance

Select from:

☑ Yes, we have a policy in place for addressing non-compliance

(5.11.5.3) Comment

BMW Group Supplier Code of Conduct: The BMW Group regards adherence to sustainability standards within its supply chain as an important lever for minimizing risks. The BMW Group Supplier Code of Conduct summarises the BMW Group's minimum requirements and expectations for the global supplier network in accordance with internationally recognised standards and guidelines for ESG topics. Our Supplier Code of Conduct requires, among other issues, the responsible use of water and an effective management system to address water quality, consumption, and management. The BMW Group Supplier Code of Conduct forms an integral part of the purchasing terms and conditions of the BMW Group. Self-Assessment Questionnaire (SAQ): The BMW Group assesses nominated and potential supplier locations worldwide based on the industry-wide Drive Sustainability questionnaire, which contains questions related to water quality, consumption, and management. This information is obtained from new suppliers as part of the tendering process. A traffic light format rating shows compliance with BMW Group's basic requirements. These basic requirements are required to be implemented by the supplier by the time of the start of production, at the latest. Supplier Assessments: The BMW Group has implemented assessments of environmental and social standards at supplier locations using its own auditors or external auditors. In this context, management systems for water consumption and withdrawal are assessed.
[Fixed row]

(5.11.6) Provide details of the environmental requirements that suppliers have to meet as part of your organization's purchasing process, and the compliance measures in place.

Climate change

(5.11.6.1) Environmental requirement

Select from:

☑ Compliance with an environmental certification, please specify **:**ISO 14001 or similar

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☑ Grievance mechanism/ Whistleblowing hotline

☑ Off-site third-party audit

☑ On-site third-party audit

☑ Supplier scorecard or rating

☑ Supplier self-assessment

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☑ 100%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:
☑ 76-99%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:
☑ 100%

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:
☑ 76-99%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:
☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:
☑ 76-99%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply
☑ Developing quantifiable, time-bound targets and milestones to bring suppliers back into compliance
☑ Providing information on appropriate actions that can be taken to address non-compliance

(5.11.6.12) Comment

The Sustainability-Assessment Questionnaire (SAQ) verifies supplier compliance on CSR/Sustainability topics through the assessment and verification of implementing a management system/s, defined as a combination of policies, processes, functions, tools and internal controls. In case an element required is missing at nomination, a clear timeline with milestones is agreed. Issues have to be resolved latest to Start of Production. E.g. an environmental management system according to ISO14001 (or similar) has to be implemented to systematically reduce impacts on environment and CO2e-emissions as well as to assure compliance with regulatory requirements. In the contract period a clear tool-based Escalation Process (ESPRO) is in place in case an issue arises, e.g. identified by on-site third party assessments. The process refers to all suppliers of the BMW Group with whom valid contracts exist (concept, series, aftersales, series development, indirect material). If there is a deviation from objectives or violations of agreements, the supplier can be escalated by the relevant department. The escalations are central to the ESPRO tool to be documented and historicized by the users.

Water

(5.11.6.1) Environmental requirement

Select from:

☑ Total water withdrawal volumes reduction

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☑ Certification

☑ Grievance mechanism/ Whistleblowing hotline

☑ On-site third-party audit

☑ Supplier self-assessment

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☑ 76-99%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:

☑ 76-99%

(5.11.6.5) % tier 1 suppliers with substantive environmental dependencies and/or impacts related to this environmental issue required to comply with this environmental requirement

Select from:

☑ 1-25%

(5.11.6.6) % tier 1 suppliers with substantive environmental dependencies and/or impacts related to this environmental issue that are in compliance with this environmental requirement

Select from:

☑ 1-25%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:

☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:

☑ 76-99%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

☑ Developing quantifiable, time-bound targets and milestones to bring suppliers back into compliance

(5.11.6.12) Comment

BMW Group Supplier Code of Conduct Self-Assessment Questionnaire (SAQ) Water-related requirements in the SAQ are: - Management person responsible for environmental sustainability - Policy on environment and training for employees on the policy - Certified environmental management system in accordance with ISO 14001 or a comparable certification. As part of the environmental management system, amongst others, water efficiency must be a key improvement target. Binding requirements for suppliers.

Climate change

(5.11.6.1) Environmental requirement

Select from:

☑ Reporting against a sustainability index (e.g., DJSI, CDP etc.)

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☑ Off-site third-party audit

☑ On-site third-party audit

☑ Supplier scorecard or rating

☑ Other, please specify :CDP Rating / CDP Supply Chain Program

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☑ 76-99%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:

☑ 76-99%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:

☑ 76-99%

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:

☑ 76-99%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:

☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:

☑ 76-99%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

☑ Developing quantifiable, time-bound targets and milestones to bring suppliers back into compliance

☑ Providing information on appropriate actions that can be taken to address non-compliance

(5.11.6.12) Comment

A key instrument of BMW Group to assess the performance of the supply chain in terms of its decarbonisation is the Carbon Disclosure Project (CDP) Supply Chain Programme. This helps suppliers to define their decarbonisation targets, integrate these into their business processes and report on the actual reductions achieved. Their efforts are linked to a rating from which we derive measures for supplier development and empowerment. In 2023, 282 suppliers took part in the rating (84% of the production-relevant purchasing volume). BMW judges the engagement of the 1-st tier suppliers by CDP Supply Chain program prior to any bidder circle agreements. And we consider the suppliers activities in CO2 reduction initiatives, measuring emissions and the setting of science-based emission reduction targets when releasing bidder circles for nomination process. BMW reports its CO2 emissions and reduction results of the supply chain in the integrated BMW Group Report. Nomination agreements with our suppliers, checked by a third party evaluation done by an external service provider of BMW, showed already results since 2022.

Climate change

(5.11.6.1) Environmental requirement

Select from:

☑ Implementation of emissions reduction initiatives

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☑ Off-site third-party audit

☑ On-site third-party audit

☑ Other, please specify :supplier strategies, commodity strategies, contracts; Verification of contractual CO2: 3rd party; Verification of CO2 reduction measures on a yearly basis by an external CO2 auditor company on behalf of BMW

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

☑ 76-99%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:

☑ 76-99%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:

☑ 76-99%

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:

☑ 76-99%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:

☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:

☑ 76-99%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

☑ Developing quantifiable, time-bound targets and milestones to bring suppliers back into compliance

☑ Providing information on appropriate actions that can be taken to address non-compliance

(5.11.6.12) Comment

The BMW Group aims to actively promote decarbonisation in its own supply chain and reduce carbon emissions along the entire value chain. For this reason, one of our sourcing criteria requires that suppliers commit to undertaking decarbonisation measures. In 2023, the number of contractual agreements with suppliers that specified decarbonisation measures rose to 707 (2022: 468). The use of green electricity has the greatest impact on decarbonising the supply chain. Accordingly, the BMW Group specifies its use by direct suppliers (Tier 1) and for energy-intensive processes in the upstream supply chain (n-Tier) as a criterion for awarding new contracts to supply carbon-intensive components and materials. During the year under report, we concluded agreements of this kind for 676 contracts (2022: 343 contracts). In the course of 2023, the BMW Group reviewed compliance with contractually agreed decarbonisation measures in the supply chain at 72 suppliers (2022: 23). As a result, the BMW Group reduced the volume of carbon emissions generated in the supply chain by around 1.7 million t CO2e during the reporting period. On explicitly CO2e intensive components BMW has started to gain transpareny during the nomination process on supplier specific PCFs for our supply chain and develops on CATENA-X a use-case on a common rulebook for CO2e emissions calculations and a verification concept in the supply chain to achieve valid PCFs (primary data) in all n-tier levels.

Climate change

(5.11.6.1) Environmental requirement

Select from:

☑ Monitoring and reduction of Product Carbon Footprint (PCF)/ product life-cycle emissions

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☑ Off-site third-party audit

☑ On-site third-party audit

☑ Other, please specify :supplier strategies, commodity strategies, contracts; Verification of contractual CO2: 3rd party; Verification of CO2 reduction measures on a yearly basis by an external CO2 auditor company on behalf of BMW

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:
☑ 76-99%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:
☑ 76-99%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:
☑ 76-99%

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:
☑ 76-99%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:
☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:
☑ 76-99%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

☑ Developing quantifiable, time-bound targets and milestones to bring suppliers back into compliance

☑ Providing information on appropriate actions that can be taken to address non-compliance

(5.11.6.12) Comment

The BMW Group aims to actively promote decarbonisation in its own supply chain and reduce carbon emissions along the entire value chain. For this reason, one of our sourcing criteria requires that suppliers commit to undertaking decarbonisation measures. In 2023, the number of contractual agreements with suppliers that specified decarbonisation measures rose to 707 (2022: 468). The use of green electricity has the greatest impact on decarbonising the supply chain. Accordingly, the BMW Group specifies its use by direct suppliers (Tier 1) and for energy-intensive processes in the upstream supply chain (n-Tier) as a criterion for awarding new contracts to supply carbon-intensive components and materials. During the year under report, we concluded agreements of this kind for 676 contracts (2022: 343 contracts). In the course of 2023, the BMW Group reviewed compliance with contractually agreed decarbonisation measures in the supply chain at 72 suppliers (2022: 23). As a result, the BMW Group reduced the volume of carbon emissions generated in the supply chain by around 1.7 million t CO2e during the reporting period. On explicitly CO2e intensive components BMW has started to gain transpareny during the nomination process on supplier specific PCFs for our supply chain and develops on CATENA-X a use-case on a common rulebook for CO2e emissions calculations and a verification concept in the supply chain to achieve valid PCFs (primary data) in all n-tier levels.

Climate change

(5.11.6.1) Environmental requirement

Select from:

☑ Setting a science-based emissions reduction target

(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

☑ Off-site third-party audit

☑ On-site third-party audit

☑ Other, please specify **:**CDP Rating SBTI Platform; Verification of contractual CO2 agreements: 3rd party; Verification of CO2 Reduction measures on a yearly basis by an external CO2 auditor company on behalf of BMW

(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:
☑ 76-99%

(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:
☑ 1-25%

(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement

Select from:
☑ 76-99%

(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement

Select from:
☑ 1-25%

(5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:
☑ Retain and engage

(5.11.6.10) % of non-compliant suppliers engaged

Select from:
☑ 76-99%

(5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply
☑ Providing information on appropriate actions that can be taken to address non-compliance

(5.11.6.12) Comment

A key instrument of the BMW Group to assess the performance of the supply chain in terms of its decarbonisation is the CDP Supply Chain Programme. Within CDP Reporting one of BMWs most important KPIs is the rate of suppliers which have set themselves science-based targets. Another instrument to address and monitor progress with respect to science-based target setting are supplier dialogues on management level, taking place on a regular basis. E.g. strategy meetings are designed to address long-term strategic and innovation issues. Management Performance Reviews monitor supplier performance. To support implementing approvable measures of our suppliers to achieve science-based targets and also to contribute to BMW Groups own science-based target for supply chain emissions, during the year under report, we developed an approach to review suppliers' concepts for the use of green electricity even prior to series production. Furthermore, we continue to engage an external service provider to carry out annual reviews relating to decarbonisation measures in series production. In the course of 2023, the BMW Group reviewed compliance with contractually agreed decarbonisation measures in the supply chain at 72 suppliers (2022: 23). As a result, the BMW Group reduced the volume of carbon emissions generated in the supply chain by around 1.7 million t CO2e during the reporting period.
[Add row]

(5.11.7) Provide further details of your organization's supplier engagement on environmental issues.

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:
☑ Emissions reduction

(5.11.7.3) Type and details of engagement

Capacity building
☑ Provide training, support and best practices on how to make credible renewable energy usage claims

Financial incentives
☑ Other financial incentive, please specify :CO2 emission reduction performance as Part of the supplier nomination process and contractual obligations; Verification of CO2 Reduction measures on a yearly basis by an external auditor company on behalf of BMW

Innovation and collaboration
☑ Run a campaign to encourage innovation to reduce environmental impacts on products and services

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

☑ Tier 2 suppliers

☑ Tier 3 suppliers

☑ Tier 4+ suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ 76-99%

(5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

☑ 76-99%

(5.11.7.8) Number of tier 2+ suppliers engaged

49

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

In general, the acceptance of the Supplier Code of Conduct is a prerequisite for the nomination of a supplier location. RATIONALE FOR THE COVERAGE OF OUR ENGAGEMENT: We specifically enable our suppliers with online training via the BMW Group Partner Academy and additionally provide face-to-face formats for partner workshops at the BMW Group plant in Landshut (Germany) as well as other locations. In 2023, the number of contractual agreements with suppliers that specified decarbonisation measures rose to 707 (2022: 468), including those specifying the use of secondary raw materials, biomaterials and carbon-reduced steel. In our view, however, the use of green electricity has the greatest impact on decarbonising the supply chain. Accordingly, the BMW Group specifies its use by direct suppliers (Tier 1) and for energy-intensive processes in the upstream supply chain (n-Tier) as a criterion for awarding new contracts to supply carbon-intensive components and materials. During the year under report, we concluded agreements of this kind for 676 contracts (2022: 343 contracts). In addition, since mid-2021 the BMW Group has concluded numerous framework agreements with suppliers regarding the use of green electricity. This covers 76% of our procurement spend as well as 76% of Tier 1 Scope3 emissions. IMPACT OF ENGAGEMENT: The BMW Group is committed to the Paris Agreement (COP 21) and has set a CO2 reduction target throughout its entire product life cycle. The compliance with contractually agreed decarbonisation measures in the supply chain led to a reduction of carbon emissions by around 1.7 million t CO2e during the reporting period. MEASURES OF SUCCESS: Approved implementation of measures in our supply chain is one measure of success. We continue in 2023 to engage an external service provider to carry out annual reviews relating to decarbonisation measures in series

production. In the course of 2023, the BMW Group reviewed compliance with contractually agreed decarbonisation measures in the supply chain at 72 suppliers (2022: 23). Quantitative threshold for measures of success: 100% adherence to agreed decarbonization measure. EXAMPLES: E.g., in 2023, the BMW Group had 72 valid green electricity framework agreements in place with its largest suppliers (2022: 46). During the year under report, we developed an approach to review suppliers' concepts for the use of green electricity even prior to series production.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☑ Yes, please specify the environmental requirement :by training suppliers in Tier 1 and Tier n and by auditing implementation in the reporting year by a third party commissioned by BMW we support in implementation of solid and approval CO2 reducing measures

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☑ Yes

Water

(5.11.7.2) Action driven by supplier engagement

Select from:

☑ Total water withdrawal volumes reduction

(5.11.7.3) Type and details of engagement

Capacity building

☑ Support suppliers to set their own environmental commitments across their operations

Information collection

☑ Collect environmental risk and opportunity information at least annually from suppliers

☑ Collect water quantity information at least annually from suppliers (e.g., withdrawal and discharge volumes)

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ 76-99%

(5.11.7.7) % tier 1 suppliers with substantive impacts and/or dependencies related to this environmental issue covered by engagement

Select from:

☑ 76-99%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

Our goal is to know and effectively address sustainability risks in our supply chain. In terms of water security, we endorse our suppliers' activities in many ways to improve water management and ultimately help our company develop a more resilient and sustainable supply chain. Water management and stewardship is integrated into supplier assessment processes, such as the CDP Supply Chain Program. BMW has joined the cross-sector "Responsible Lithium Partnership" project. The aim of the project is to reach a shared understanding of responsible management of natural resources with local interest groups and develop a vision for the future of the Salar de Atacama salt flat in Chile. https://www.press.bmwgroup.com/global/article/detail/T0370113EN/bmw-group-joins-sustainable-lithium-mining-project-in-chile?languageen Moreover, we commissioned a scientific study by the University of Alaska Anchorage and the University of Massachusetts Amherst to investigate the effects of lithium mining on local water balances in Latin America. https://www.press.bmwgroup.com/global/article/detail/T0322650EN/bmw-group-commissions-study-on-sustainable-lithium-extraction?languageen CDP Supply Chain Program: The results of the CDP Supply Chain Program show the impact of our engagement. A competitive comparison of CDP supply chain results is played back for key suppliers during annual supplier management reviews on top management level. In 2023, the results showed that 85% of our responding suppliers have water-related risk assessments in place. This percentage has been increasing continuously since 2018. Also, the number of responding suppliers that have a water policy in place has been rising since in 2018. In 2023, 158 of the 246 responding suppliers have reported to have a water policy in place.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☑ Yes, please specify the environmental requirement :by engaging Tier 1 suppliers in the CDP Supply Chain program we support suppliers to develop environmental strategies up to science based targets

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☑ Yes

Plastics

(5.11.7.2) Action driven by supplier engagement

Select from:

☑ Circular economy

(5.11.7.3) Type and details of engagement

Innovation and collaboration

☑ Collaborate with suppliers on innovations to reduce environmental impacts in products and services

☑ Other innovation and collaboration activity, please specify :increase the proportion of recycled materials and thus reduce dependence on primary raw materials

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

☑ Tier 2 suppliers

☑ Tier 3 suppliers

☑ Tier 4+ suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ Less than 1%

(5.11.7.8) Number of tier 2+ suppliers engaged

0

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

Raising awareness of our global targets for increasing SRQ and reducing CO2e throughout the value chain. The BMW Group pursues the strategic aim of reducing the proportion of primary materials in its value chain. An important starting point in this endeavour is to close cycles for certain materials and components. With this objective in mind, the BMW Group returns selected production residues to the supplier, enabling those materials to be recovered and reused in a new production process. At the BMW Group, the circular economy principle ("Design for Circularity") is already being implemented as an operational concept in the design of the NEUE KLASSE by the corporate function "Total Vehicle Development" and systematically applied in the development of new vehicle models.

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☑ Unknown

Climate change

(5.11.7.2) Action driven by supplier engagement

Select from:

☑ Emissions reduction

(5.11.7.3) Type and details of engagement

Capacity building

☑ Provide training, support and best practices on how to mitigate environmental impact

☑ Support suppliers to set their own environmental commitments across their operations

Information collection

☑ Collect climate transition plan information at least annually from suppliers

☑ Collect environmental risk and opportunity information at least annually from suppliers

☑ Collect GHG emissions data at least annually from suppliers

☑ Collect targets information at least annually from suppliers

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ 76-99%

(5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

☑ 76-99%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

RATIONALE FOR THE COVERAGE OF OUR ENGAGEMENT: Basis for our engagement is the requirement to our suppliers to have an environmental management system (EMS) according to ISO14001 (or similar) implemented latest to Start of Production (SOP), to systematically reduce impacts on environment and CO2e-emissions as well as to assure compliance with regulatory requirements. With EMS as basis, BMW has integrated the CO2e strategy evaluation into its supply chain strategies and supplier strategies for direct materials of our vehicles. We monitor that our suppliers set themselves science-based targets, have implementation strategies, and monitor the result. A key instrument of BMW Group to assess the performance of the supply chain in terms of its decarbonization is the CDP Supply Chain Program. In 2023, 282 suppliers took part in the rating (84% of the production-relevant purchasing volume). IMPACT OF ENGAGEMENT: The BMW Group is pressing ahead with its efforts to decarbonize its own supply chain. The Group's goal is to reduce carbon emissions generated in the supply chain by more than 20 % per vehicle by 2030 (base year 2019). For this reason, the Group has established a firm commitment to make carbon-reducing measures an award criterion in its supplier network. Herein BMW judges the engagement of the tier 1 suppliers by CDP Supply Chain Program prior to any bidder circle agreements. We consider the suppliers activities in CO2e reduction initiatives, measuring emissions and the setting of science-based emission reduction targets. The CDP Supply Chain information on CO2 strategies, transition plans and achievements is used in supplier dialogues on management level, taking place on a regular basis. Impacts of engagement are therefore to require from our suppliers the implementation of a certified EMS as a framework for all CO2 reducing activities. MEASURES OF SUCCESS: Basis for all CO2e reducing activities is a well-functioning EMS. We expect and check installation of a certified EMS beginning with SOP, on a regular basis and submission of a corresponding certificate/ approval. Quantitative threshold for measures of success: 100 % of production material suppliers have an assured EMS latest at SOP. EXAMPLES: In 2023, the number of contractual agreements with suppliers that specified decarbonization measures rose to 707 (2022: 468), including those specifying the use of secondary raw materials, biomaterials and carbon-reduced steel.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☑ Yes, please specify the environmental requirement :by engaging Tier 1 suppliers in the CDP Supply Chain program we support suppliers to develop climate strategies up to science based targets

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☑ Yes

Water

(5.11.7.2) Action driven by supplier engagement

Select from:

☑ Total water withdrawal volumes reduction

(5.11.7.3) Type and details of engagement

Financial incentives

☑ Feature environmental performance in supplier awards scheme

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ 76-99%

(5.11.7.7) % tier 1 suppliers with substantive impacts and/or dependencies related to this environmental issue covered by engagement

Select from:

☑ 76-99%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

The aim of the BMW Group is to be a successful and sustainable premium supplier for individual mobility. We can only achieve this by anchoring due diligence obligations within our processes, and by being able to build on a global supplier network that shares these values. We expect our suppliers also to meet the sustainability standards by which we measure ourselves. Our goal is to know and effectively address sustainability risks in our supply chain. In terms of water security, we endorse our suppliers' activities in many ways to improve water management and ultimately help our company develop a more resilient and sustainable supply chain. Environmental and social sustainability topics are featured in our supplier awards scheme. For the BMW Group, responsibility toward the environment means protecting the finite resources of nature. Therefore, the careful and efficient use of resources is of the utmost importance to the BMW Group. The supplier shall comply with all national and international environmental standards and laws that apply to its location of business. The BMW Group also expects the supplier to refrain from harmful changes to the soil, water and air pollution, harmful noise emissions, and excess water consumption that significantly impair the natural foundations for the cultivation and the production of food, prevent people from accessing safe drinking water, impair or inhibit access to sanitary facilities, or are harmful to health. The BMW Group requires that the supplier shall also make continuous efforts to reduce their environmental pollution and risks and improve environmental protection within their own sphere of influence on an ongoing basis. The use of resources (in particular energy, water, raw materials and/or (primary) materials) and the environmental impacts (in particular emissions, pollutants, waste) are to be consistently minimized. Accordingly, upon the request of the BMW Group, the supplier shall introduce and operate an environmental management system according to ISO 14001 or the Eco-Management and Audit Scheme (EMAS), and shall verify that it has done so by presenting a corresponding certificate. The supplier shall appoint a competent body for environmental sustainability and create a policy on environment and train its employees accordingly. Quantitative threshold for measures of success: 100% consent to the BMW Group standards expressed e.g. in the Supplier Code of Conduct.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☑ Yes, please specify the environmental requirement :environmental performance linked in contracts

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☑ Yes

Water

(5.11.7.2) Action driven by supplier engagement

Select from:

☑ Total water withdrawal volumes reduction

(5.11.7.3) Type and details of engagement

Capacity building

☑ Provide training, support and best practices on how to mitigate environmental impact

☑ Other capacity building activity, please specify :Educate suppliers about water stewardship and collaboration

(5.11.7.4) Upstream value chain coverage

Select all that apply

☑ Tier 1 suppliers

(5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

☑ 100%

(5.11.7.7) % tier 1 suppliers with substantive impacts and/or dependencies related to this environmental issue covered by engagement

Select from:

☑ 100%

(5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

The aim of the BMW Group is to be a successful and sustainable premium supplier for individual mobility. We can only achieve this by anchoring due diligence obligations within our processes, and by being able to build on a global supplier network that shares these values. We expect our suppliers also to meet the sustainability standards by which we measure ourselves. We offer a comprehensive training programme to raise suppliers' awareness of sustainability due diligence and enable them to implement corresponding measures. Amongst other topics, web-based trainings provided by the Responsible Business Alliance (RBA), which we recommend to our suppliers, cover water-related topics. https://www.responsiblebusiness.org/training/resources/ These offers are available to all our suppliers (100%). The BMW Group offers a wide range of training opportunities geared towards staff in the Purchasing division, internal process partners and SUPPLIERS. To raise awareness of social and environmental standards, we explain causalities and clarify our expectations. We are also exploring new approaches with partner

companies, with the aim of being active from the very beginning of the supply chain. We provide all BMW Group purchasing staff with mandatory as well as optional training on the basics of sustainability. Across the industry, we offer standardised training for suppliers who require a deeper knowledge of sustainability through the Drive Sustainability initiative. Between 2013 and 2023, the BMW Group trained more than 400 sustainability officers in the supplier network on topics such as freedom of association and discrimination in this way. The training also covers occupational safety, wages and working hours. BMW Group-specific training formats for suppliers are also offered during events we organise for suppliers. We have offered further BMW-specific training courses for employees and suppliers through the extensive RE:DRIVE SUSTAINABLE SUPPLY CHAINS enabling programme since 2022. As part of the cross-sector Cobalt for Development initiative, the BMW Group has launched training programmes with its partners for 14 artisanal mining cooperatives, covering important environmental, social and governance aspects of responsible mining practices. Quantitative threshold for measures of success: 100% availability and awareness of the BMW Group's offerings to suppliers to improve environmental performance.

(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

☑ Yes, please specify the environmental requirement **:**management of environmental issues and further development of water stewardship

(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

☑ Yes

[Add row]

(5.11.9) Provide details of any environmental engagement activity with other stakeholders in the value chain.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Customers

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Share information about your products and relevant certification schemes

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ 100%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

The BMW Group's innovations are characterised by their consistent orientation towards customer needs and the use of digital solutions. During the year under report, numerous innovations again resulted in processes being optimised, products improved and new technologies introduced to make everyday life easier for our customers. RATIONALE: Climate change is an integral component of our BMW Group Strategy and considered as a key issue to be addressed. This is why we inform all our customers (100 %) through various information channels about our efforts / achievements. SCOPE OF ENGAGEMENT: Since 2007, BMW Group's Efficient Dynamics (ED) is a comprehensive technologic approach for the consistent reduction of fuel consumption and emissions in the standard configuration of cars of the BMW Group. ED in different levels of detail is explained on the BMW Group homepage and in main publications such as the integrated annual BMW Group report, as well as in communication channels that reach big audiences (e.g. TV spots, marketing campaigns). BMW Group is obliged by many fleet customers to fill out the ECOVADIS questionnaire as a prerequisite for tendering processes or is asked via CDP Supply Chain to explain its approach to fuel efficiency and zero emission mobility. We include also environmental certificates (e.g. BMW i3/i8, iX3, X3 PHEV, iX 740 Li/Le, 530 iA/530e) containing externally audited life cycle comparisons between new models with its predecessors and between plug-in hybrid and combustion engine cars. With the launch of the new BMW 5 series we have provided for the first time these life cycle assessments for customers and interested parties within the "vehicle footprint", informing on key sustainability aspects of new individual BMW Group vehicles in a compact form. Going forward, the BMW Group will publish analogous reports for vehicle start-ups based on a representative model per drivetrain type. Furthermore, ED features are included in sales catalogues at the point of sale. Because climate-related information is shared via all these channels we assume that 100 % of our customers can access this information. This is why we selected 100 % in "% of customers by number". Our worldwide retail network is an essential customer touchpoint. Therefore, we continuously aim to enable retail partners and their E/S/G performance with e.g. sustainability trainings, awards.

(5.11.9.6) Effect of engagement and measures of success

MEASURES OF SUCCESS: We measure market success in each market and analyze market shares, e.g. of our BEVs and PHEVs (xEVs). Sustainability aspects form part of the customer surveys, on products and services as well as on our sustainability performance. We continuously establish customer satisfaction on the basis of uniform global standards, assessing e.g. if expectations on fuel economy or services (e.g. real time traffic information) are met. We measure fuel economy in all main markets. Financial indicators, in particular the EBIT margin in our core automotive segment, is a measure of meeting customer's needs. THRESHOLD: Our customers determine BMW's success and whether we achieve our short- to long-term financial and non-financial goals. High customer satisfaction and the profitable

expansion of our market position in the relevant automotive markets are the thresholds for our success in customer engagement. IMPACT OF CLIMATE-RELATED ENGAGEMENT: The impact of our comprehensive information to customers on our efficiency and e-mobility efforts is a higher demand for these products. The BMW Group provides its customers with a broad range of information regarding the proper use of its products and services. To measure the communication impact we conduct regular studies like the brand monitor, the corporate reputation study, the voice of the customer at dealership level and we hold stakeholder dialogues to get feedback and challenge our concepts and communication approaches.

Water

(5.11.9.1) Type of stakeholder

Select from:

☑ Investors and shareholders

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Share information about your products and relevant certification schemes

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 100%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

The BMW Group strives for transparency and open dialog on sustainability topics with its investors and shareholders. This is WHY we disclose water-related information about our products in our annual BMW Group Report 2023.

(5.11.9.6) Effect of engagement and measures of success

i) BENEFICIAL OUTCOMES OF THE ENGAGEMENT: In the BMW Group Report 2023, we inform about process and technology innovations in our production that help us reduce water consumption and improve waste water quality. One example is the expansion of the purification stages in wastewater treatment at the Leipzig plant. In addition, we share the progress towards our goal which is to reduce potable water consumption per vehicle produced by 25 % by 2030 (base year 2016). At 1.78 m3 per vehicle produced, specific potable water consumption in automobile production was moderately below the previous year's level due to the higher production volume (2022: 1.90 m3/-6.3%). ii) HOW SUCCESS IS MEASURED The BMW Group operates within a highly interconnected world. Its business activities

have a major impact on the environment in which it operates and can have both a direct and an indirect bearing on the interests of a wide variety of stakeholders. Conversely, societal trends and developments can influence many aspects of the Group's business activities. Our dialogue objectives and criteria for identifying and prioritising stakeholders are set out in the BMW Group Stakeholder Engagement Policy. The BMW Group will continue to maintain a highly active dialogue with capital market players such as investors, investor initiatives, financial analysts and rating agencies. As in 2023, our activities will include direct dialogue as well as participation in ESG conferences.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Investors and shareholders

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Share information on environmental initiatives, progress and achievements

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ None

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

Regular, in-depth communication with capital market players has always been given a high priority within the BMW Group. The BMW Group kept investors, analysts and rating agencies up to date again in 2023 with its regular quarterly and annual reporting. The BMW Group has stepped up its communication with investors who consider sustainability criteria in their investment decisions in the past few years and now meets this group's information needs with in-person and virtual ESG conferences, in addition to individual and group meetings. The Group's communication focused on the further development of the business model, digitalisation and other technology trends in the automotive industry, sustainability in the supply chain and the ramp-up of electromobility. In 2023, the Group also focused on

measuring the carbon footprint of its pension plan assets in the UK and Germany, and validating the data available for this purpose. The BMW Group will continue to interact closely and constructively with its stakeholders and develop existing dialogue opportunities in 2024, and will continue to maintain active dialogue with capital market players such as investors, financial analysts and rating agencies. As in previous years, our activities will include direct dialogue as well as participation in in-person and virtual ESG conferences.

(5.11.9.6) Effect of engagement and measures of success

The Board of Management keeps up to date with stakeholder feedback and positions through a variety of channels, for example in regular Board meetings, in direct dialogue with stakeholder groups (such as investors or political decision makers) and through briefings conducted by BMW Group departments, especially prior to attending major events such as OECD conferences or the Group's Annual General Meetings. The Chairman of the Supervisory Board also maintains regular contact with stakeholders. The members of the Supervisory Board attend the Annual General Meeting, and many of them also interact with stakeholders as part of their other activities and mandates. The BMW Group continuously communicates with a large number of different stakeholder groups at all locations and in all markets. Appropriate forms and methods of engagement are selected, depending on the situation.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Other value chain stakeholder, please specify **:**partners, science, NGOs, politics and civil society

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Share information on environmental initiatives, progress and achievements

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 100%

(5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

☑ None

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

The BMW Group operates within a highly interconnected, complex world. Its business activities impact the environment in which it operates, and can have both a direct and an indirect bearing on the interests of a wide variety of stakeholders. Conversely, societal trends and developments can influence many aspects of the Group's business activities. Against this backdrop, the BMW Group maintains a continuous dialogue with its stakeholders worldwide. The BMW Group's interaction with stakeholders includes topics brought to its attention from outside the Group as well as those in which it proactively engages in dialogue. This combination results in a comprehensive spectrum of topics, e.g.: — The Paris Climate Agreement — Emissions limits with a focus on technological diversity in terms of drivetrain technologies and vehicle concepts — Circular design and use of secondary materials (particularly in relation to battery recycling) — Compliance with statutory due diligence obligations in supply chains, particularly environmental and social standards and respect for human rights — Increased transparency in the sustainability indicators provided in product information — Establishment of a new site in Germany to assemble high-voltage batteries

(5.11.9.6) Effect of engagement and measures of success

Progress through collaboration. Learning through dialogue. At the BMW Group, we align our business goals as closely as possible with the needs and expectations of society. To do this, we are in close and regular contact with stakeholders, various aid and educational organisations, and young leaders from across the globe. Our collaborations aim to instigate honest and constructive discussions around business, the environment and social issues so we can rise successfully to challenges that face us and actively shape the future. The BMW Group Dialogues are the international stakeholder format by the BMW Group. We meet regularly with stakeholders from business, the sciences, NGOs, politics and civil society to discuss key sustainability topics at the BMW Group and beyond, in our core markets. In 2022 we also established BMW Group XChange, a community platform designed to help stakeholders connect outside of Dialogue events and share their opinions on important issues. The aim of the platform is to establish a comprehensive learning process with constant sharing of ideas around the issue of sustainability.

Water

(5.11.9.1) Type of stakeholder

Select from:

☑ Customers

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Share information on environmental initiatives, progress and achievements

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 100%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

Large quantities of water are consumed in the production of vehicles. The BMW Group's global production network is making a significant contribution to reducing the consumption of this precious resource through the use of innovative technologies. Water is fundamental for life on our planet. However, this vital resource is becoming increasingly scarce worldwide. This is why the careful use of water has been a vital consideration for the BMW Group for decades. Careful use of water is a matter of course for the BMW Group. Reducing water use and waste-water generation throughout the production network is one of its most important goals in its drive towards sustainability. That is why the company continuously invests in water-saving processes and innovative technologies. Within the BMW Group's global production network, resource efficiency and the control of resource consumption have been integral parts in the environmental management system for decades. The BMW Group intends to reduce its energy and potable water consumption, waste for disposal, and the amount of solvents used per vehicle produced by 25% in each category by 2030 (base year: 2016).

(5.11.9.6) Effect of engagement and measures of success

The BMW Group aims to continuously reduce water consumption at its production plants in order to prevent potential water supply risks. At 1.78 m3 per vehicle produced, specific potable water consumption in automobile production was moderately below the previous year's level due to the higher production volume (2022: 1.90 m3/-6.3%). The BMW Group continuously communicates with a large number of different stakeholder groups at all locations and in all markets. Appropriate forms and methods of engagement are selected, depending on the situation. The BMW Group uses surveys (including a corporate reputation study), social media, trade fairs, and mass media for dialoque with customers.

Water

(5.11.9.1) Type of stakeholder

Select from:

☑ Other value chain stakeholder, please specify **:**partners, science, NGOs, politics and civil society

(5.11.9.2) Type and details of engagement

Education/Information sharing

☑ Share information on environmental initiatives, progress and achievements

(5.11.9.3) % of stakeholder type engaged

Select from:

☑ 100%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

The BMW Group operates within a highly interconnected, complex world. Its business activities impact the environment in which it operates, and can have both a direct and an indirect bearing on the interests of a wide variety of stakeholders. Conversely, societal trends and developments can influence many aspects of the Group's business activities. Against this backdrop, the BMW Group maintains a continuous dialogue with its stakeholders worldwide. The BMW Group's interaction with stakeholders includes topics brought to its attention from outside the Group as well as those in which it proactively engages in dialogue. This combination results in a comprehensive spectrum of topics, e.g.: — The Paris Climate Agreement — Emissions limits with a focus on technological diversity in terms of drivetrain technologies and vehicle concepts — Circular design and use of secondary materials (particularly in relation to battery recycling) — Compliance with statutory due diligence obligations in supply chains, particularly environmental and social standards and respect for human rights — Increased transparency in the sustainability indicators provided in product information — Establishment of a new site in Germany to assemble high-voltage batteries.

(5.11.9.6) Effect of engagement and measures of success

Progress through collaboration. Learning through dialogue. At the BMW Group, we align our business goals as closely as possible with the needs and expectations of society. To do this, we are in close and regular contact with stakeholders, various aid and educational organisations, and young leaders from across the globe. Our collaborations aim to instigate honest and constructive discussions around business, the environment and social issues so we can rise successfully to challenges that face us and actively shape the future. The BMW Group Dialogues are the international stakeholder format by the BMW Group. We meet regularly with stakeholders from business, the sciences, NGOs, politics and civil society to discuss key sustainability topics at the BMW Group and beyond, in our core markets. In 2022 we also established BMW Group XChange, a community platform designed to help stakeholders connect outside of Dialogue events and share their opinions on important issues. The aim of the platform is to establish a comprehensive learning process with constant sharing of ideas around the issue of sustainability.
[Add row]

C6. Environmental Performance - Consolidation Approach

(6.1) Provide details on your chosen consolidation approach for the calculation of environmental performance data.

	Consolidation approach used	Provide the rationale for the choice of consolidation approach
Climate change	*Select from:* ☑ Operational control	*Calculation of Scope 1 and Scope 2 emissions, using the operational control approach in accordance with the GHG Protocol.*
Water	*Select from:* ☑ Operational control	*Consistent consolidation approach across all environmental issues.*
Plastics	*Select from:* ☑ Operational control	*Consistent consolidation approach across all environmental issues.*
Biodiversity	*Select from:* ☑ Operational control	*Consistent consolidation approach across all environmental issues.*

[Fixed row]

C7. Environmental performance - Climate Change

(7.1) Is this your first year of reporting emissions data to CDP?

Select from:
☑ No

(7.1.1) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data?

	Has there been a structural change?
	Select all that apply ☑ No

[Fixed row]

(7.1.2) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

(7.1.2.1) Change(s) in methodology, boundary, and/or reporting year definition?

Select all that apply
☑ Yes, a change in methodology

(7.1.2.2) Details of methodology, boundary, and/or reporting year definition change(s)

The methodology used to calculate carbon emissions changed in the reporting year 2023 for Scope 3: "Purchased goods and services": Previously, the CO2e values were calculated on the basis of a small set of TÜV-validated life cycle assessments performed for European vehicles. Enhancements to the IT system have made it possible to perform a differentiated calculation for all vehicles taking into account different energy mixes and carbon emission factors for different production regions. "Logistics - material supply of the plants and distribution of vehicles": Each vehicle is assigned an average value based on the CO2e assessment of individual transport movements. A methodology tailored specifically for BMW was created to assess the supply chain and logistics emissions in terms of their CO2e equivalents. Due to the absence of supplier-specific CO2e values throughout the entire supply chain, a model incorporating industry averages and, when accessible, supplier-specific data is used. This method draws upon components of ISO 14040/44 and follows common practice in preparing life cycle analyses (LCA). However, it should be noted that this approach may not be directly comparable with methods or values employed by other companies. Due to a lack of data availability, various estimates, assumptions and average values are used to determine the key indicator. The aim is to improve the quality of the model for calculating key metrics in future years. This will be achieved by boosting transparency in supply chains and expanding the detail of the model, all while maintaining consistency in calculations over time. The indicator quantifies greenhouse gas emissions (CO2e) produced during production (GHG Protocol Scope 3 upstream category 1), including the transportation of purchased goods and services for production ("inbound"), as well as the global vehicle distribution of BMW Group automobiles ("outbound") (collectively GHG Protocol Scope 3 upstream category 4). Contrary to the definition of the scopes of the GHG Protocol, the following are not included: motorcycles, racing vehicles and aftersales products, including their transport logistics, as well as purchased IT cloud services and engineering or development services. [Fixed row]

(7.1.3) Have your organization's base year emissions and past years' emissions been recalculated as a result of any changes or errors reported in 7.1.1 and/or 7.1.2?

(7.1.3.1) Base year recalculation

Select from:

☑ Yes

(7.1.3.2) Scope(s) recalculated

Select all that apply

☑ Scope 3

(7.1.3.3) Base year emissions recalculation policy, including significance threshold

The carbon emissions generated by a company are reported in various categories. The Greenhouse Gas Protocol (GHG protocol), a partnership between the World Resources Institute (WRI) and the World Business Council for Sustainable Development (WBCSD), distinguishes between Scope 1, Scope 2 and Scope 3 emissions, based on their various sources. The BMW Group reports carbon emissions according to the GHG protocol. The GHG Protocol Corporate Standard states that you

should recalculate your base year emissions if the methodology used to calculate your emissions has changed (this corresponds to the significance threshold of the BMW Group).

(7.1.3.4) Past years' recalculation

Select from:
☑ Yes
[Fixed row]

(7.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

Select all that apply
☑ European Union Emission Trading System (EU ETS): The Monitoring and Reporting Regulation (MMR) – General guidance for installations
☑ European Union Emissions Trading System (EU ETS): The Monitoring and Reporting Regulation (MMR) – General guidance for aircraft operators
☑ ISO 14064-1
☑ The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

(7.3) Describe your organization's approach to reporting Scope 2 emissions.

	Scope 2, location-based	Scope 2, market-based	Comment
	Select from: ☑ We are reporting a Scope 2, location-based figure	*Select from:* ☑ We are reporting a Scope 2, market-based figure	*N/A*

[Fixed row]

(7.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure?

Select from:
☑ Yes

(7.4.1) Provide details of the sources of Scope 1, Scope 2, or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure.

Row 1

(7.4.1.1) Source of excluded emissions

CO2e emissions from VOC and N2O

(7.4.1.2) Scope(s) or Scope 3 category(ies)

Select all that apply
☑ Scope 1

(7.4.1.3) Relevance of Scope 1 emissions from this source

Select from:
☑ Emissions are not relevant

(7.4.1.10) Explain why this source is excluded

These emissions in CO2 equivalent account for

(7.4.1.11) Explain how you estimated the percentage of emissions this excluded source represents

The volatile organic compounds (VOC) solvent emissions per vehicle produced fell again significantly by 14.8% to 0.52 kg (2022: 0.61 kg) during the year under report. Due to the progress made in the use of solvent-free substances and the constant optimisation of painting processes, we expect to see a further slight decrease in emissions levels in the coming year.
[Add row]

(7.5) Provide your base year and base year emissions.

Scope 1

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

678403.0

(7.5.3) Methodological details

GHG-Protocol Standards are used, emissions factors from VDA (Scope 12) and IEA (Scope 3) are basis for the calculations. Reporting is showing CO2e figures. Rationale: accepted standards

Scope 2 (location-based)

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

1540667

(7.5.3) Methodological details

GHG-Protocol Standards are used, emissions factors from VDA (Scope 12) and IEA (Scope 3) are basis for the calculations. Reporting is showing CO2e figures. Rationale: accepted standards

Scope 2 (market-based)

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

354095

(7.5.3) Methodological details

GHG-Protocol Standards are used, emissions factors from VDA (Scope 12) and IEA (Scope 3) are basis for the calculations. Reporting is showing CO2e figures. Rationale: accepted standards

Scope 3 category 1: Purchased goods and services

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

31486873

(7.5.3) Methodological details

GHG-Protocol Standards are used, emissions factors from VDA (Scope 12) and IEA (Scope 3) are basis for the calculations. Reporting is showing CO2e figures. Rationale: accepted standards

Scope 3 category 2: Capital goods

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

As explained in 7.8, this category is not considered relevant for BMW. Therefore, no base year emissions were calculated. As the CDP-System does not allow to select “not relevant” in this question, we selected the same base year as for our overall Scope 3 emissions inventory and reported “0” emissions for this category.

Scope 3 category 3: Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

As explained in 7.8, this category is not considered relevant for BMW. Therefore, no base year emissions were calculated. As the CDP-System does not allow to select “not relevant” in this question, we selected the same base year as for our overall Scope 3 emissions inventory and reported “0” emissions for this category.

Scope 3 category 4: Upstream transportation and distribution

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

2294300

(7.5.3) Methodological details

GHG-Protocol Standards are used, emissions factors from VDA (Scope 12) and IEA (Scope 3) are basis for the calculations. Reporting is showing CO2e figures. Rationale: accepted standards

Scope 3 category 5: Waste generated in operations

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

As explained in 7.8, this category is not considered relevant for BMW. Therefore, no base year emissions were calculated. As the CDP-System does not allow to select “not relevant” in this question, we selected the same base year as for our overall Scope 3 emissions inventory and reported “0” emissions for this category.

Scope 3 category 6: Business travel

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

129646

(7.5.3) Methodological details

GHG-Protocol Standards are used, emissions factors from VDA (Scope 12) and IEA (Scope 3) are basis for the calculations. Reporting is showing CO2e figures. Rationale: accepted standards

Scope 3 category 7: Employee commuting

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

146298

(7.5.3) Methodological details

GHG-Protocol Standards are used, emissions factors from VDA (Scope 12) and IEA (Scope 3) are basis for the calculations. Reporting is showing CO2e figures. Rationale: accepted standards

Scope 3 category 8: Upstream leased assets

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

As explained in 7.8, this category is not considered relevant for BMW. Therefore, no base year emissions were calculated. As the CDP-System does not allow to select “not relevant” in this question, we selected the same base year as for our overall Scope 3 emissions inventory and reported “0” emissions for this category.

Scope 3 category 9: Downstream transportation and distribution

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

As explained in 7.8, this category is not considered relevant for BMW. Therefore, no base year emissions were calculated. As the CDP-System does not allow to select “not relevant” in this question, we selected the same base year as for our overall Scope 3 emissions inventory and reported “0” emissions for this category.

Scope 3 category 10: Processing of sold products

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

As explained in 7.8, this category is not considered relevant for BMW. Therefore, no base year emissions were calculated. As the CDP-System does not allow to select “not relevant” in this question, we selected the same base year as for our overall Scope 3 emissions inventory and reported “0” emissions for this category.

Scope 3 category 11: Use of sold products

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

110899066

(7.5.3) Methodological details

GHG-Protocol Standards are used, emissions factors from VDA (Scope 12) and IEA (Scope 3) are basis for the calculations. Reporting is showing CO2e figures. Rationale: accepted standards

Scope 3 category 12: End of life treatment of sold products

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

1269018

(7.5.3) Methodological details

GHG-Protocol Standards are used, emissions factors from VDA (Scope 12) and IEA (Scope 3) are basis for the calculations. Reporting is showing CO2e figures. Rationale: accepted standards

Scope 3 category 13: Downstream leased assets

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

As explained in 7.8, this category is not considered relevant for BMW. Therefore, no base year emissions were calculated. As the CDP-System does not allow to select “not relevant” in this question, we selected the same base year as for our overall Scope 3 emissions inventory and reported “0” emissions for this category.

Scope 3 category 14: Franchises

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

As explained in 7.8, this category is not considered relevant for BMW. Therefore, no base year emissions were calculated. As the CDP-System does not allow to select “not relevant” in this question, we selected the same base year as for our overall Scope 3 emissions inventory and reported “0” emissions for this category.

Scope 3 category 15: Investments

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

As explained in 7.8, this category is not considered relevant for BMW. Therefore, no base year emissions were calculated. As the CDP-System does not allow to select “not relevant” in this question, we selected the same base year as for our overall Scope 3 emissions inventory and reported “0” emissions for this category.

Scope 3: Other (upstream)

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

As explained in 7.8, this category is not considered relevant for BMW. Therefore, no base year emissions were calculated. As the CDP-System does not allow to select “not relevant” in this question, we selected the same base year as for our overall Scope 3 emissions inventory and reported “0” emissions for this category.

Scope 3: Other (downstream)

(7.5.1) Base year end

12/30/2019

(7.5.2) Base year emissions (metric tons CO2e)

0

(7.5.3) Methodological details

As explained in 7.8, this category is not considered relevant for BMW. Therefore, no base year emissions were calculated. As the CDP-System does not allow to select “not relevant” in this question, we selected the same base year as for our overall Scope 3 emissions inventory and reported “0” emissions for this category.
[Fixed row]

(7.6) What were your organization’s gross global Scope 1 emissions in metric tons CO2e?

Reporting year

(7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

713933

(7.6.3) Methodological details

Total Scope 1 emissions consist of: a) BMW Group locations: Carbon emissions (excluding climate-impacting gases other than carbon dioxide) generated by vehicle production (BMW Group plants and BMW Motorcycle, excluding partner plants and contract manufacturing) and by other BMW Group locations not directly related to production (e.g. research centres, sales centres, office buildings). The emissions are calculated following the operational control approach as defined by the GHG Protocol and with the use of country (or site) specific emission factors mainly by the VDA (each in the current valid version: 12/2023). b) Company vehicles: Includes the emissions of company cars and function-related vehicles of the BMW Group plants, as well as 12 major markets. Emissions are preferably calculated on the basis of tank refills. In the remaining cases, they are determined based on kilometres driven. For system-related reasons, the refuelling of company vehicles includes both business and private trips, except refuelling paid for by employees themselves. c) Company-owned planes.
[Fixed row]

(7.7) What were your organization’s gross global Scope 2 emissions in metric tons CO2e?

Reporting year

(7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

1195818

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e) (if applicable)

110141

(7.7.4) Methodological details

Scope 2 emissions calculated using the market-based method in accordance with the GHG Protocol Scope 2 guidance; mainly the use of the VDA emissions factors for electricity, district heating and fuel (each in the current valid version: 12/2023) and in some cases the use of local emissions factors; alternative calculation using the location-based method: 1,195,818 t CO2. The increase in carbon emissions compared to the previous year is mainly due to our business activities.
[Fixed row]

(7.8) Account for your organization’s gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

(7.8.1) Evaluation status

Select from:
☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

34267874

(7.8.3) Emissions calculation methodology

Select all that apply
☑ Hybrid method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

The methodology for calculating carbon emissions changed in the 2023 reporting year. Previously, the CO2e values were based on a small set of life cycle assessments for European vehicles. Enhancements to the IT system now enable a more differentiated calculation, taking into account, e.g. the specific energy mixes and carbon emission factors for different production regions across all vehicles. (i) Types and sources of data: The BMW Group analyses the environmental impact over the entire product life cycle and monitors the respective targets with the well-established instrument of life cycle analysis (LCA; ISO 14040/ ISO 14044) using the commercial life cycle inventory "LCA for Experts" from Sphera. Main input for the LCAs are detailed, car model specific material inventories, containing weights and material compositions of all parts. Emission factors are derived from manufacturing processes as well as emission factors of "LCA for Experts". Global warming potentials (GWP) applied are from the Institute of Environmental Sciences (CML) of the Univ. Leiden (NL). To calculate the overall emissions, we used in addition exact volumes of all vehicles respectively model types produced in the reporting year. (ii) Data quality: The data as well as the emission figure has been verified by PwC with reasonable assurance. The data quality of our product specific material inventories and therefore the basis of our calculations are assessed to be high. Limitations come from 1. the need to use secondary data, 2. BMW Group methodology. (iii) Methodologies and Assumptions: The CO2 emissions calculation starts with the bill of materials for a representative set of vehicles that covers the range of all products. For these, CO2e emissions are calculated based on material composition and manufacturing processes. For models not in this set, a modular scaling method is used, dividing the set's bill of materials into modules and assessing their CO2 emissions. This allows for the set-up of custom vehicle assessments using these modules, which are then scaled to fit specific vehicle properties. The sum of individual vehicle footprints multiplied by production numbers resulted in a total of 34,267,874 metric tons of CO2 emissions in 2023.

Capital goods

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

BMW Group focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: share in total BMW Group Scope 3 emissions and influence of BMW Group on emission reductions. We do not regard this Scope 3 category to be of particular relevance because of our limited influence on these suppliers. The corresponding emissions are estimated to be below 5 % of our total Scope 3 emissions in 2023. The selection of new equipment or buildings focuses on the use phase (increased resource efficiency, minimized CO2 emissions). Our influence on operations and therefore on CO2 emissions of these kinds of suppliers is less than e.g. for suppliers of production material where we often have closely collaborated for many years. Nevertheless, measures to improve CO2 emissions performance are the same applying for all direct and indirect suppliers which are described in more detail in 5.11.7 (e.g. contractually fixed requirement to install an environmental management system).

Fuel-and-energy-related activities (not included in Scope 1 or 2)

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

BMW Group focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: share in total BMW Group Scope 3 emissions and influence of BMW Group on emission reductions. According to our estimates the Scope 3 emissions of "Fuel-and-energy-related activities" are below 1 % of total BMW Group Scope 3 emissions. Furthermore, BMW Group cannot directly influence the efficiency losses in energy grids and transport. Consequently, the Scope 3 category "Fuel-and-energy-related activities" is not of substantial relevance. To get a rough estimate of the scope 3 emissions of "Fuel-and-energy-related activities" we used fuel and country specific CO2 emission factors for indirect emission (provided by GEMIS, VDA emission factors and IEA CO2 emissions from fuel combustion 2006). These emission factors were multiplied with real activity data on the fuel input of BMW Group.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

2929541

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Hybrid method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

(i) Types and sources of data: Real activity data in tons transport capacity per kilometer was used to calculate CO2 emissions for upstream transportation and distribution. Total transport capacity (inbound and outbound) in 2023 was 56,629 million tkm. With the 2023 system boundaries, we have reached an estimated

coverage of about 95 % of the CO2 emissions from logistics. The scope currently comprises: Inbound volumes (material supplies to plants and spare parts delivery) for BMW and MINI vehicle plants worldwide as well as for delivery of spare parts to central parts distribution. Outbound volumes (vehicle distribution of vehicles and spare parts) are included up to distribution centers in markets worldwide as well as to dealerships in certain markets. The scope of analysis has been expanded in 2020, to include local data from suppliers involved in supplying specified production plants as well as from service providers involved in distributing vehicles to dealerships in specified markets and spare parts deliveries. Emission factors for freight by road (between 0 and 136 g CO2/tkm depending on type and region), train (between 0 and 64 g CO2/tkm depending on the train type and region), air (636 respectively 706 g CO2/tkm depending on the airplane type) and ship (between 6 and 209 g CO/tkm depending on ship type (Container, Deep Sea, Short Sea)) are used according to direct reporting of CO2 factors by transport companies. (ii) Data quality: The data quality is assessed to be high as real activity data was used. The data as well as the emission figure has been checked by PwC with resonable assurance. (iii) Methodologies, assumptions, allocations: CO2 emissions are calculated in accordance with DIN EN 16258, ISO 14083 and GLEC Framework v3 as well as figures from CleanCargo. In some cases, extrapolations have been used for individual months. Transport capacities for road, rail, air and sea transport were measured. Limitations in scope are described under (i). For each transport capacity average emission factors described under (i) were multiplied with transport capacities. Other assumptions than average emissions were not made.

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

BMW Group focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: share in total BMW Group Scope 3 emissions and influence of BMW Group on emission reductions. According to our estimates the Scope 3 emissions of "Waste generated in operations" are below 0.1 % of total BMW Group Scope 3 emissions. In consequence this category is not of substantial relevance. However, due to our strong commitment to recycling and closed loops with many initiatives implied already in recent years total waste for disposal was reduced to 5,326 tons in 2023. The amount of waste for disposal per vehicle produced in the automobile production fell significantly by 22.6% year on year to 2.12 kg (2022: 2.74 kg), which is equivalent to a reduction in Scope 3 emissions in this category.

Business travel

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

115469

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Distance-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

i) Types and sources of data: CO2 emissions from business trips are calculated using real activity data in terms of destinations, distances and the mode of transport used. Business travel in scope covers more than 90% of the total BMW Group business travel. Air travel is based on data from tickets sold, respectively the passenger distances (miles/kilometers) per flight route booked with contract travel agencies: data provided by BAVARIA-LLOYD Reisebüro GmbH for German companies as well as data provided by local contract travel agencies for international companies. Trips with rental cars are based on data from all bookings (national and international) in BMW accounts with Sixt and AVIS. Travel by rail is included excluding Germany, as business trips with Deutsche Bahn are CO2-neutral. An Excel-based tool solution is used to calculate emissions values from this data. The emission factors used in this tool come from the UKs DEFRA, the US EPA and the IPCC 2006 Guidelines for National Greenhouse Gas Inventories. (ii) Data quality: The data quality is assessed to be high as real activity data was used. A few markets only send a list of destinations, without flight route distances. In this case, the corresponding distances must be calculated manually. The data as well as the emission figure has been checked by PwC with limited assurance. (iii) Methodologies, assumptions, allocations: In a few markets, flight route distances had to be calculated manually based on the destination lists delivered. The distances traveled have been assigned to the categories of each mode of transport according to the requirements in the Excel-based tool solution (e.g., domestic, short-haul or long-haul flights in economy, premium economy, business or first-class). The sums of the distances are transferred to the Excel-based tool solution. The emission figure for business travel of 115,469 metric tons CO2e was calculated automatically by this Excel-based tool solution. The increase compared to 2023 is due to the normalized travel activities after the pandemic-related reduction.

Employee commuting

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

166273

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Distance-based method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

(i) Types and sources of data: To calculate CO2-emissions from employee commuting BMW Group relies on real activity data for trips to and from destinations for over 80 % of employees of the BMW Group. The travel data was aggregated to the following modes: "car kilometers", "public transport kilometers", "plant bus kilometers" and "bicycle" respectively "foot kilometers". These activity data were multiplied with corresponding emission factors: For the total sum of kilometers driven with the employee cars we used specific emission figures from national statistics (e.g. 179,5 g CO2/km for Germany), for the total sum of kilometers travelled via public transportation we used 75 g CO2/km and for the total sum of kilometers driven with the plant buses we used 821,5 g/km. The average emission factors for car travel and public transport were taken from the ifeu institute and Tremod. For plant busses we gathered information on the mileage directly from the bus companies and the production sites. (ii) Data quality: The data quality is assessed to be high as real activity data was used. The data as well as the emission figure has been checked by PwC in limited assurance. (iii) Methodologies, assumptions, allocations: For the activity data census were carried out in recent years and further validated by comparisons with parking spot use, public transport job ticket holders, plant bus registrations and the number of available parking spots for bicycles. Further assumptions based on the census were: 1.05 BMW employees travelled on average per car and the average daily distance was calculate for each site separately (e.g. 29 km for Plant Munich) as well as the average public transport distance (e.g.25 km for Plant Berlin), the average plant bus distance differs from 24 km (Landshut) to 66 km (Munich) and the bicycle and pedestrian average distance was between 3 and 6 km. To calculate the emission figure, we summed up the kilometers travelled by the employees in each mode in 2023 multiplied with the corresponding emission factors and then finally we multiplied it with the total number of associates. The figures from 2020 onwards are not directly comparable with previous years due to the improved data basis. In some cases, figures are extrapolated based on surveys conducted at major national and international BMW Group locations.

Upstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

BMW Group focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: share in total BMW Group Scope 3 emissions and influence of BMW Group on emission reductions. Emissions from upstream leased assets belonging to our production network are included in our Scope 1 and Scope 2 emission figures. In addition to this, leased assets worldwide such as office buildings not included in Scope 1 and Scope 2 make a negligible contribution when compared to our total Scope 3 emissions. Therefore, emissions from upstream leased assets are of minor relevance.

Downstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

BMW Group focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: share in total BMW Group Scope 3 emissions and influence of BMW Group on emission reductions. The Scope 3 category "Downstream transportation and distribution" is assessed to be close to 0 and so to be of no relevance: According to the GHG Protocol "Downstream transportation and distribution" is defined as "Transportation and distribution of products sold by the reporting company between the reporting company's operations and the end consumer (if not paid for by the reporting company), including retail and storage (in vehicles and facilities not owned or controlled by the reporting company)". Transportation of our products to pick-up of customer in either BMW Group owned or BMW Group franchised dealerships is paid for by BMW Group and therefore included in the Scope 3 category "Upstream transportation and distribution". Retail and storage of our products is also accordingly accounted for in either Scope 1 & 2 (BMW Group owned dealerships) or in the Scope 3 category "Franchises".

Processing of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

BMW Group focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: share in total BMW Group Scope 3 emissions and influence of BMW Group on emission reductions. BMW Group's core business, premium mobility products and services are consumer goods, which are not further processed. We sell small amounts of engines / powertrains to other companies resulting in negligible emissions from further processing. Consequently, the Scope 3 category "Processing of sold products" is not relevant for BMW Group.

Use of sold products

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

94774779

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average product method

☑ Fuel-based method

☑ Distance-based method

☑ Methodology for indirect use phase emissions, please specify :well-to-tank emissions factor for fuel and electricity consumption.

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

(i) Types and sources of data: The emission figure is based on the volume-weighted average fleet carbon emissions, which are calculated for the core markets EU (27 EU countries incl. Norway and Iceland; plus UK) (driving cycle: Worldwide Harmonized Light Vehicles Test Procedure; basis: production volume), USA (driving cycle: United States Combined; basis: production volume) and China (driving cycle: Worldwide Harmonized Test Cycle, subject to China-specific framework conditions for testing; basis: import volumes / local production volumes; incl. joint venture BMW Brilliance Automotive Ltd.) before deduction of legally permitted offsetting factors (e. g. supercredits and eco-innovations) and then standardised according to the WLTP (European) driving cycle. These core markets account for more than 80 % of the BMW Group's sales. The calculated figures are increased by 10 % to account for possible discrepancies between cycle values and real emissions, as required by the SBTi. This indicator also includes the upstream emissions for the respective energy sources (fossil fuels and electricity used for charging), in line with the well-to-wheel approach. This covers the entire causal chain behind vehicle motion. This approach also includes the environmental impacts associated with the supply of energy. For example, to calculate the volume of emissions resulting from upstream electricity (drivetrain energy supply), the BMW Group uses the energy report published by the IEA as a basis in order to assess the emissions associated with the electricity mix in its core markets. (ii) Data quality: Due to the regulated and standardized measurement of the CO2 emissions in driving cycles of the corresponding markets, data quality is assessed to be high. The

data as well as the emission figure has been checked by PwC with limited assurance. (iii) Methodologies, assumption, allocations: To calculate total emissions from the use of sold products additional assumption is an average mileage of 200,000 km over lifetime. We multiplied the average fleet emissions (g CO2/km) of the above-mentioned markets with the corresponding sales volumes to get a sales volume weighted average emission figure. Multiplying this figure with the average mileage of 200,000 km and the total worldwide sales volume gives the total emissions from the use phase of our cars sold in 2023.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

1621631

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

(7.8.5) Please explain

(i) Types and sources of data: BMW Group analyses the environmental impact over the entire product life cycle and monitors the respective targets with the well-established instrument of life cycle analysis (LCA; ISO 14040 / ISO 14044) using the commercial life cycle inventory "LCA for Experts" from Sphera. Main inputs are detailed, car model specific material inventories, containing weights and material compositions of all parts. Emission figures are derived from processing procedure models, data as well as emission factors of "LCA for Experts". GWPs applied are from the Institute of Environmental Sciences (CML) of the University Leiden (NL). Emissions from end of life (EOL) treatment of sold products are one contribution to the overall emission figure calculated from the LCAs which can be separated. To calculate the emission figure we used in addition exact volumes of all vehicles respectively model types produced in 2023. (ii) Data quality: The data quality of our product specific material inventories and therefore the basis of our calculations is assessed to be high. Limitations in exactness come from two sources: (1) Use of industry average processing models and average data of "LCA for Experts" from Sphera. (2) BMW Group prioritized the main models (from premium compact to luxury) in analyzing full scale LCAs. Other sales figures are attributed to the most comparable model to calculate total CO2 emission from EOL treatment of sold products. The data as well as the emission figure has been checked by PwC with limited assurance. (iii) Methodologies, assumption, allocations: Based on detailed

material inventories we calculated the LCAs of the prioritized BMW cars (from premium compact to luxury) with the life cycle inventory "LCA for Experts" and the CML GWPs. When modelling the EOL treatment we follow the standard processes as given by the EU directive for EOL-vehicles (2000/53/EC) as well as the directive (2005/64/EC). When calculating the emission figures, we did not account for "credits" from energy recovery or recycling. We extracted the emission figures of the EOL treatment of sold products from the LCAs. We then allocated all vehicles sold in 2023 to the model which fits best. Multiplying the number of assigned vehicles with the emission figure of the corresponding model we calculated as sales weighted emission figure 1,621,631 metric tons CO2e.

Downstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

BMW Group focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: share in total BMW Group Scope 3 emissions and influence of BMW Group on emission reductions. Scope 3 emissions from downstream leased assets stem from Alphabet, which is a multi-marque fleet funding company, part of the BMW Group, currently operating in more than 20 countries. To calculate a total emission figure, we have to exclude from the total volume of lease contracts the leased cars of the BMW Group since these are already included in the calculation of the use phase emissions. Emissions from vehicles of other brands contribute to the whole Scope 3 emissions

Franchises

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

BMW Group focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: share in total BMW Group Scope 3 emissions and influence of BMW Group on emission reductions. According to our estimates the Scope 3 emissions of "Franchises" are below 2% of total BMW Group Scope 3 emissions. Furthermore, BMW Group has limited influence on BMW Group dealerships, for which we do not have operational control. Nonetheless, we started raising awareness of resource- and CO2-matters amongst our international, independent dealer network, by launching a sustainability initiative within the sales & marketing division of the BMW Group, also involving the country representatives. Part of this initiative is a worldwide dealer competition on 'sustainability leadership' amongst our entire dealer network. Due to the relatively small amount of total Scope 3 emissions in the category "Franchises" and limits to our operational influence we assess "Franchises" as not of particular relevance concerning BMW Group's Scope 3 emissions. To get a rough estimate of the Scope 3 emissions of

“Franchises” we calculated the intensity figure for CO2 emissions / per automobile sold in BMW Group owned dealerships in Germany, relying on directly monitored information on CO2-emissions. This intensity figures were then multiplied with global retail figures, excluding the retails of BMW Group owned dealerships, to estimate the total CO2-emissions of BMW Group’s independent global dealership network. We acknowledge limited accuracy due to the assumptions of “new vehicles sold” as CO2-intensity for total dealership CO2 emissions.

Investments

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

BMW Group focuses on Scope 3 emission categories which are identified as relevant according to the following two criteria: share in total BMW Group Scope 3 emissions and influence of BMW Group on emission reductions. According to our estimates the Scope 3 emissions from “Investments” are significantly below 1% of the total BMW Group Scope 3 emissions. Due to the low amount of emissions in relation to the total BMW Group Scope 3 emissions the Scope 3 category “Investments” is not of substantial relevance. To estimate the emissions, we analyzed in a first step all assets and identified those with material emissions (companies in the transportation or production sector, BMW Group share 5%). The joint venture BMW Brilliance Automotive Ltd. (Shenyang, China) is a major example which however is already included in BMW Group’s Scope 1 & 2 emissions. SGL Carbon Fibers LLC (Delaware, USA) is another example. We then estimated roughly from energy data and the newest VDA emission factors corresponding CO2 emissions.

Other (upstream)

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Other upstream not applicable for the BMW Group.

Other (downstream)

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

Other downstream not applicable for the BMW Group.
[Fixed row]

(7.8.1) Disclose or restate your Scope 3 emissions data for previous years.

Past year 1

(7.8.1.1) End date

12/30/2022

(7.8.1.2) Scope 3: Purchased goods and services (metric tons CO2e)

33029416

(7.8.1.5) Scope 3: Upstream transportation and distribution (metric tons CO2e)

2374678

(7.8.1.7) Scope 3: Business travel (metric tons CO2e)

66170

(7.8.1.8) Scope 3: Employee commuting (metric tons CO2e)

145284

(7.8.1.12) Scope 3: Use of sold products (metric tons CO2e)

92947849

(7.8.1.13) Scope 3: End of life treatment of sold products (metric tons CO2e)

1394603

(7.8.1.19) Comment

Purchased goods and services & Upstream transportation and distribution: The methodology used to calculate carbon emissions changed in the 2023 reporting year (an improved data basis was available). The values in the time series were adjusted to reflect the new methodology.

Past year 2

(7.8.1.1) End date

12/30/2021

(7.8.1.2) Scope 3: Purchased goods and services (metric tons CO2e)

33131882

(7.8.1.5) Scope 3: Upstream transportation and distribution (metric tons CO2e)

2334028

(7.8.1.7) Scope 3: Business travel (metric tons CO2e)

29765

(7.8.1.8) Scope 3: Employee commuting (metric tons CO2e)

139999

(7.8.1.12) Scope 3: Use of sold products (metric tons CO2e)

99805490

(7.8.1.13) Scope 3: End of life treatment of sold products (metric tons CO2e)

1316438

(7.8.1.19) Comment

Purchased goods and services & Upstream transportation and distribution: The methodology used to calculate carbon emissions changed in the 2023 reporting year (an improved data basis was available). The values in the time series were adjusted to reflect the new methodology.

Past year 3

(7.8.1.1) End date

12/30/2020

(7.8.1.2) Scope 3: Purchased goods and services (metric tons CO2e)

29094346

(7.8.1.5) Scope 3: Upstream transportation and distribution (metric tons CO2e)

2036362

(7.8.1.7) Scope 3: Business travel (metric tons CO2e)

25217

(7.8.1.8) Scope 3: Employee commuting (metric tons CO2e)

166586

(7.8.1.12) Scope 3: Use of sold products (metric tons CO2e)

98782354

(7.8.1.13) Scope 3: End of life treatment of sold products (metric tons CO2e)

1150857

(7.8.1.19) Comment

Purchased goods and services & Upstream transportation and distribution: The methodology used to calculate carbon emissions changed in the 2023 reporting year (an improved data basis was available). The values in the time series were adjusted to reflect the new methodology.

Past year 4

(7.8.1.1) End date

12/30/2019

(7.8.1.2) Scope 3: Purchased goods and services (metric tons CO2e)

31486873

(7.8.1.5) Scope 3: Upstream transportation and distribution (metric tons CO2e)

2294300

(7.8.1.7) Scope 3: Business travel (metric tons CO2e)

129646

(7.8.1.8) Scope 3: Employee commuting (metric tons CO2e)

146298

(7.8.1.12) Scope 3: Use of sold products (metric tons CO2e)

110899066

(7.8.1.13) Scope 3: End of life treatment of sold products (metric tons CO2e)

1269018

(7.8.1.19) Comment

Purchased goods and services & Upstream transportation and distribution: The methodology used to calculate carbon emissions changed in the 2023 reporting year (an improved data basis was available). The values in the time series were adjusted to reflect the new methodology.
[Fixed row]

(7.9) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	*Select from:* ☑ Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	*Select from:* ☑ Third-party verification or assurance process in place
Scope 3	*Select from:* ☑ Third-party verification or assurance process in place

[Fixed row]

(7.9.1) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Row 1

(7.9.1.1) Verification or assurance cycle in place

Select from:
☑ Annual process

(7.9.1.2) Status in the current reporting year

Select from:

☑ Complete

(7.9.1.3) Type of verification or assurance

Select from:

☑ Reasonable assurance

(7.9.1.4) Attach the statement

CDP Verification Template BMW Bericht 2023_inkl RAS_20240913.pdf

(7.9.1.5) Page/section reference

CDP Verification Template from PwC (p.3) explaining the limited and reasonable assurance coverage for 2023. Reasonable assurance: Total carbon emissions generated at BMW Group locations (calculated as the sum of Scope 1 emissions of BMW Group locations and Scope 2 emissions (market based method)) Page 252-254 of BMW Group Report 2023 (attached to Verification Template from PwC) Responsibility Statement and Auditors Report: Independent Practitioner's Report (assured Scope 1 emissions page 307).

(7.9.1.6) Relevant standard

Select from:

☑ ISAE3000

(7.9.1.7) Proportion of reported emissions verified (%)

83

Row 2

(7.9.1.1) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.1.2) Status in the current reporting year

Select from:

☑ Complete

(7.9.1.3) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.1.4) Attach the statement

CDP Verification Template BMW Bericht 2023_inkl RAS_20240913.pdf

(7.9.1.5) Page/section reference

CDP Verification Template from PwC (p.3) explaining the limited and reasonable assurance coverage for 2023. Emissions data verified with limited assurance: Scope 1 company vehicles and company owned planes Page 252-254 of BMW Group Report 2023 (attached to Verification Template from PwC) Responsibility Statement and Auditors Report: Independent Practitioner's Report (assured Scope 1 emissions are found on page 307).

(7.9.1.6) Relevant standard

Select from:

☑ ISAE3000

(7.9.1.7) Proportion of reported emissions verified (%)

17
[Add row]

(7.9.2) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Row 1

(7.9.2.1) Scope 2 approach

Select from:

☑ Scope 2 location-based

(7.9.2.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.2.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.2.4) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.2.5) Attach the statement

CDP Verification Template BMW Bericht 2023_inkl RAS_20240913.pdf

(7.9.2.6) Page/ section reference

CDP Verification Template from PwC (p.3) explaining the limited and reasonable assurance coverage for 2023. Emissions data verified with limited assurance: Scope 2 (location based method) Page 252-254 of BMW Group Report 2023 (attached to Verification Template from PwC) Responsibility Statement and Auditors Report: Independent Practitioner's Report (assured Scope 2 emissions on page 307. Location based Scope 2 emissions in Footnote 9).

(7.9.2.7) Relevant standard

Select from:

☑ ISAE3000

(7.9.2.8) Proportion of reported emissions verified (%)

100

Row 2

(7.9.2.1) Scope 2 approach

Select from:
☑ Scope 2 market-based

(7.9.2.2) Verification or assurance cycle in place

Select from:
☑ Annual process

(7.9.2.3) Status in the current reporting year

Select from:
☑ Complete

(7.9.2.4) Type of verification or assurance

Select from:
☑ Reasonable assurance

(7.9.2.5) Attach the statement

CDP Verification Template BMW Bericht 2023_inkl RAS_20240913.pdf

(7.9.2.6) Page/ section reference

CDP Verification Template from PwC (p.3) explaining the limited and reasonable assurance coverage for 2023. Reasonable assurance: Total carbon emissions generated at BMW Group locations (calculated as the sum of Scope 1 emissions of BMW Group locations and Scope 2 emissions (market based method)) Page 252-

254 of BMW Group Report 2023 (attached to Verification Template from PwC) Responsibility Statement and Auditors Report: Independent Practitioner's Report (assured Scope 2 emissions page 307).

(7.9.2.7) Relevant standard

Select from:

☑ ISAE3000

(7.9.2.8) Proportion of reported emissions verified (%)

100

[Add row]

(7.9.3) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

Row 1

(7.9.3.1) Scope 3 category

Select all that apply

☑ Scope 3: Upstream transportation and distribution

(7.9.3.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.3.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.3.4) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.3.5) Attach the statement

CDP Verification Template BMW Bericht 2023_inkl RAS_20240913.pdf

(7.9.3.6) Page/section reference

CDP Verification Template from PwC (p.3) explaining the limited and reasonable assurance coverage for 2023. Emissions data verified with limited assurance: Scope 3 Logistics - material supply of the plants and distribution of vehicles Page 252-254 of BMW Group Report 2023 (attached to Verification Template from PwC) Responsibility Statement and Auditors Report: Independent Practitioner's Report (assured Scope 3 emissions for upstream transportation and distribution are found on page 308).

(7.9.3.7) Relevant standard

Select from:

☑ ISAE3000

(7.9.3.8) Proportion of reported emissions verified (%)

100

Row 2

(7.9.3.1) Scope 3 category

Select all that apply

☑ Scope 3: Business travel

(7.9.3.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.3.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.3.4) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.3.5) Attach the statement

CDP Verification Template BMW Bericht 2023_inkl RAS_20240913.pdf

(7.9.3.6) Page/section reference

CDP Verification Template from PwC (p.3) explaining the limited and reasonable assurance coverage for 2023. Emissions data verified with limited assurance: Scope 3 Business trips Page 252-254 of BMW Group Report 2023 (attached to Verification Template from PwC) Responsibility Statement and Auditors Report: Independent Practitioner's Report (assured Scope 3 emissions for business travel are found on page 308).

(7.9.3.7) Relevant standard

Select from:

☑ ISAE3000

(7.9.3.8) Proportion of reported emissions verified (%)

100

Row 3

(7.9.3.1) Scope 3 category

Select all that apply

☑ Scope 3: Employee commuting

(7.9.3.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.3.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.3.4) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.3.5) Attach the statement

CDP Verification Template BMW Bericht 2023_inkl RAS_20240913.pdf

(7.9.3.6) Page/section reference

CDP Verification Template from PwC (p.3) explaining the limited and reasonable assurance coverage for 2023. Emissions data verified with limited assurance: Scope 3 Employees' commuter traffic Page 252-254 of BMW Group Report 2023 (attached to Verification Template from PwC) Responsibility Statement and Auditors Report: Independent Practitioner's Report (assured Scope 3 emissions for employee commuting are found on page 308).

(7.9.3.7) Relevant standard

Select from:

☑ ISAE3000

(7.9.3.8) Proportion of reported emissions verified (%)

100

Row 4

(7.9.3.1) Scope 3 category

Select all that apply

☑ Scope 3: Purchased goods and services

(7.9.3.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.3.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.3.4) Type of verification or assurance

Select from:

☑ Reasonable assurance

(7.9.3.5) Attach the statement

CDP Verification Template BMW Bericht 2023_inkl RAS_20240913.pdf

(7.9.3.6) Page/section reference

CDP Verification Template from PwC (p.3) explaining the limited and reasonable assurance coverage for 2023. Reasonable assurance: Scope 3 Purchased Goods and Services Page 252-254 of BMW Group Report 2023 (attached to Verification Template from PwC) Responsibility Statement and Auditors Report: Independent Practitioner's Report (assured Scope 3 emissions for purchased goods and services are found on page 308).

(7.9.3.7) Relevant standard

Select from:

☑ ISAE3000

(7.9.3.8) Proportion of reported emissions verified (%)

100

Row 5

(7.9.3.1) Scope 3 category

Select all that apply

☑ Scope 3: Use of sold products

(7.9.3.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.3.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.3.4) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.3.5) Attach the statement

CDP Verification Template BMW Bericht 2023_inkl RAS_20240913.pdf

(7.9.3.6) Page/section reference

CDP Verification Template from PwC (p.3) explaining the limited and reasonable assurance coverage for 2023. Emissions data verified with limited assurance: Scope 3 Use phase Page 252-254 of BMW Group Report 2023 (attached to Verification Template from PwC) Responsibility Statement and Auditors Report: Independent Practitioner's Report (assured Scope 3 emissions for the use of sold products are found on page 308).

(7.9.3.7) Relevant standard

Select from:

☑ ISAE3000

(7.9.3.8) Proportion of reported emissions verified (%)

100

Row 6

(7.9.3.1) Scope 3 category

Select all that apply

☑ Scope 3: End-of-life treatment of sold products

(7.9.3.2) Verification or assurance cycle in place

Select from:

☑ Annual process

(7.9.3.3) Status in the current reporting year

Select from:

☑ Complete

(7.9.3.4) Type of verification or assurance

Select from:

☑ Limited assurance

(7.9.3.5) Attach the statement

CDP Verification Template BMW Bericht 2023_inkl RAS_20240913.pdf

(7.9.3.6) Page/section reference

CDP Verification Template from PwC (p.3) explaining the limited and reasonable assurance coverage for 2023. Emissions data verified with limited assurance: Scope 3 Disposal Page 252-254 of BMW Group Report 2023 (attached to Verification Template from PwC) Responsibility Statement and Auditors Report: Independent Practitioner's Report (assured Scope 3 emissions for the end-of-life treatment of sold products are found on page 308).

(7.9.3.7) Relevant standard

Select from:

☑ ISAE3000

(7.9.3.8) Proportion of reported emissions verified (%)

100
[Add row]

(7.10) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Select from:

☑ Increased

(7.10.1) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

Change in renewable energy consumption

(7.10.1.1) Change in emissions (metric tons CO2e)

18841

(7.10.1.2) Direction of change in emissions

Select from:

☑ Increased

(7.10.1.3) Emissions value (percentage)

2.4

(7.10.1.4) Please explain calculation

*In 2023, the amount of electricity from renewable sources delivered to the BWM Group locations was increased, but due to further increased business activities the affected demand could not be sourced from renewable sources, resulting in a 18,841 t CO2 increase when compared to 2022 and, correspondingly, to a 2.4 % increase (2.4 % (18,841/785,357)*100) with the 2022 Scope 1 & 2 emissions of 785,357 t CO2. Worldwide, all Group production sites and the majority of its other sites use electricity derived from renewable sources via in-house generation, direct procurement or Energy Attribute Certificates (e.g. certificates of origin). At present, the BMW Group is unable to entirely cover its energy needs by generating its own renewable energy and therefore purchases from renewable sources, for example via power purchase agreements (PPAs). The directly sourced green electricity from defined generation plants is used, for example, to produce the BMW iX and BMW i4 models.*

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO2e)

2394

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

0.3

(7.10.1.4) Please explain calculation

*BMW Group systematically analyses emission reduction potentials with a special focus on the production sites owned by BMW Group and realized a 0.3 % decrease in CO2 emissions due to emission reduction activities in 2023. This corresponds to a total decrease of 2,394 t CO2 (-0.3 % (-2,394/785,357)*100) with the 2022 Scope 1 & 2 emissions of 785,357 t CO2. Implementation of 125 measures to improve energy efficiency of existing processes / technologies (e.g. cooling technology)*

led to a decrease in CO2 emissions. Remark: Deviations from question 7.55.1/7.55.2 can be explained by the use of a location-based Scope 2 method in 7.55.1/7.55.2 and a market-based approach in this question.

Divestment

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

In 2023, no significant divestments were made.

Acquisitions

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

In 2023, no significant acquisitions were made.

Mergers

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

In 2023, no significant mergers took place.

Change in output

(7.10.1.1) Change in emissions (metric tons CO2e)

98094

(7.10.1.2) Direction of change in emissions

Select from:
☑ Increased

(7.10.1.3) Emissions value (percentage)

12.5

(7.10.1.4) Please explain calculation

*The increase of CO2 emissions from the BMW Group own operations of 12.5 % resulted from the change in output due to the market and sales developments after the tense semiconductor supply situation and the coronavirus pandemic. During the year under report, the BMW Group achieved a production volume record despite challenging environment, which equals 98,094 t CO2 (12.5 % (98,904/785,357)*100) with the 2022 Scope 1 & 2 emissions of 785,357 t CO2. To calculate the CO2 increase from the 2022 emissions due to the change in output we assume constant CO2 efficiencies. Due to the significance of contract production, only vehicles manufactured at BMW Group production plants are taken into account when calculating the vehicle volume. Efficiency of contract production is assessed separately.*

Change in methodology

(7.10.1.1) Change in emissions (metric tons CO2e)

38736

(7.10.1.2) Direction of change in emissions

Select from:

☑ Increased

(7.10.1.3) Emissions value (percentage)

4.9

(7.10.1.4) Please explain calculation

*In 2023, the increase in the emissions of company vehicles is the result of the scope being increased as compared to the previous year. Reporting was only submitted for Germany and the international test sites up to and including 2022. During the 2023 reporting year, all BMW Group plants and the 12 major markets were integrated into the figure (the figures for 2023 are not directly comparable with previous years). The change results in 38,736 t CO2 (4.9% (38,736/785,357)*100) with the 2022 Scope 1 & 2 emissions of 785,357 t CO2.*

Change in boundary

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

In 2023, no changes in boundaries.

Change in physical operating conditions

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:
☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

In 2023, no significant changes in physical operating conditions.

Unidentified

(7.10.1.1) Change in emissions (metric tons CO2e)

0

(7.10.1.2) Direction of change in emissions

Select from:

☑ No change

(7.10.1.3) Emissions value (percentage)

0

(7.10.1.4) Please explain calculation

In 2023, no unidentified changes.

Other

(7.10.1.1) Change in emissions (metric tons CO2e)

114560

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

14.6

(7.10.1.4) Please explain calculation

After the persistent restrictions put in place due to the coronavirus pandemic and the impact of the war in Ukraine, production volumes increased again significantly in 2023. This increase had a positive impact on energy consumption per vehicle. At more favorable operating points, the base load (amount of power permanently

*required, including energy required for emergency and basic lighting, minimum ventilation or heating and air conditioning) is better distributed over a larger production volume. Due to the associated improvement in plant capacity utilisation, specific energy consumption in automobile production fell to 1.97 MWh per vehicle produced (2022: 2.13 MWh; -7.5%) for the year under report. Efficiency improvements lead to a decrease of CO2 emission of 14.6 % (-14.6 % (-114,560/785,357)*100) with the 2022 Scope 1 & 2 emissions of 785,357 t CO2.*
[Fixed row]

(7.10.2) Are your emissions performance calculations in 7.10 and 7.10.1 based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Select from:
☑ Market-based

(7.12) Are carbon dioxide emissions from biogenic carbon relevant to your organization?

Select from:
☑ Yes

(7.12.1) Provide the emissions from biogenic carbon relevant to your organization in metric tons CO2.

(7.12.1.1) CO2 emissions from biogenic carbon (metric tons CO2)

20179

(7.12.1.2) Comment

The BMW Group generates direct CO2 emissions from 2 sources which we count with an emissions factor of 0 t/MWh. One is use of wood pellets with a negligible contribution to energy consumption (0.001%). One is combustion of landfill gas with a contribution to energy consumption of approx. 1.7%. In Spartanburg (USA) we installed a direct line from a landfill in the neighborhood of our production site and furthermore a combined heat and power plant to burn the landfill gas.
[Fixed row]

(7.15) Does your organization break down its Scope 1 emissions by greenhouse gas type?

Select from:

☑ No

(7.16) Break down your total gross global Scope 1 and 2 emissions by country/area.

Argentina

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Australia

(7.16.1) Scope 1 emissions (metric tons CO2e)

313

(7.16.2) Scope 2, location-based (metric tons CO2e)

1389

(7.16.3) Scope 2, market-based (metric tons CO2e)

1389

Austria

(7.16.1) Scope 1 emissions (metric tons CO2e)

9251

(7.16.2) Scope 2, location-based (metric tons CO2e)

38849

(7.16.3) Scope 2, market-based (metric tons CO2e)

26

Belgium

(7.16.1) Scope 1 emissions (metric tons CO2e)

205

(7.16.2) Scope 2, location-based (metric tons CO2e)

368

(7.16.3) Scope 2, market-based (metric tons CO2e)

13

Brazil

(7.16.1) Scope 1 emissions (metric tons CO2e)

2079

(7.16.2) Scope 2, location-based (metric tons CO2e)

3924

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Bulgaria

(7.16.1) Scope 1 emissions (metric tons CO2e)

7

(7.16.2) Scope 2, location-based (metric tons CO2e)

34

(7.16.3) Scope 2, market-based (metric tons CO2e)

34

Canada

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

China

(7.16.1) Scope 1 emissions (metric tons CO2e)

53231

(7.16.2) Scope 2, location-based (metric tons CO2e)

456233

(7.16.3) Scope 2, market-based (metric tons CO2e)

80710

Czechia

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

704

(7.16.3) Scope 2, market-based (metric tons CO2e)

69

Denmark

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

13

(7.16.3) Scope 2, market-based (metric tons CO2e)

13

Finland

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

France

(7.16.1) Scope 1 emissions (metric tons CO2e)

588

(7.16.2) Scope 2, location-based (metric tons CO2e)

490

(7.16.3) Scope 2, market-based (metric tons CO2e)

355

Germany

(7.16.1) Scope 1 emissions (metric tons CO2e)

516336

(7.16.2) Scope 2, location-based (metric tons CO2e)

404791

(7.16.3) Scope 2, market-based (metric tons CO2e)

5294

Greece

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

188

(7.16.3) Scope 2, market-based (metric tons CO2e)

188

Hungary

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

45

(7.16.3) Scope 2, market-based (metric tons CO2e)

45

India

(7.16.1) Scope 1 emissions (metric tons CO2e)

90

(7.16.2) Scope 2, location-based (metric tons CO2e)

3092

(7.16.3) Scope 2, market-based (metric tons CO2e)

1061

Indonesia

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Ireland

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Italy

(7.16.1) Scope 1 emissions (metric tons CO2e)

296

(7.16.2) Scope 2, location-based (metric tons CO2e)

2523

(7.16.3) Scope 2, market-based (metric tons CO2e)

1101

Japan

(7.16.1) Scope 1 emissions (metric tons CO2e)

79

(7.16.2) Scope 2, location-based (metric tons CO2e)

3314

(7.16.3) Scope 2, market-based (metric tons CO2e)

1034

Luxembourg

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Malaysia

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

1329

(7.16.3) Scope 2, market-based (metric tons CO2e)

1329

Mexico

(7.16.1) Scope 1 emissions (metric tons CO2e)

9816

(7.16.2) Scope 2, location-based (metric tons CO2e)

35390

(7.16.3) Scope 2, market-based (metric tons CO2e)

270

Netherlands

(7.16.1) Scope 1 emissions (metric tons CO2e)

229

(7.16.2) Scope 2, location-based (metric tons CO2e)

776

(7.16.3) Scope 2, market-based (metric tons CO2e)

32

New Zealand

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Norway

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Poland

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

262

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Portugal

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

0

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Republic of Korea

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

1559

(7.16.3) Scope 2, market-based (metric tons CO2e)

1559

Romania

(7.16.1) Scope 1 emissions (metric tons CO2e)

4

(7.16.2) Scope 2, location-based (metric tons CO2e)

25

(7.16.3) Scope 2, market-based (metric tons CO2e)

25

Russian Federation

(7.16.1) Scope 1 emissions (metric tons CO2e)

418

(7.16.2) Scope 2, location-based (metric tons CO2e)

717

(7.16.3) Scope 2, market-based (metric tons CO2e)

717

Singapore

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

48

(7.16.3) Scope 2, market-based (metric tons CO2e)

48

Slovakia

(7.16.1) Scope 1 emissions (metric tons CO2e)

127

(7.16.2) Scope 2, location-based (metric tons CO2e)

289

(7.16.3) Scope 2, market-based (metric tons CO2e)

273

Slovenia

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

22

(7.16.3) Scope 2, market-based (metric tons CO2e)

22

South Africa

(7.16.1) Scope 1 emissions (metric tons CO2e)

10017

(7.16.2) Scope 2, location-based (metric tons CO2e)

63009

(7.16.3) Scope 2, market-based (metric tons CO2e)

4496

Spain

(7.16.1) Scope 1 emissions (metric tons CO2e)

697

(7.16.2) Scope 2, location-based (metric tons CO2e)

674

(7.16.3) Scope 2, market-based (metric tons CO2e)

1

Sweden

(7.16.1) Scope 1 emissions (metric tons CO2e)

390

(7.16.2) Scope 2, location-based (metric tons CO2e)

24

(7.16.3) Scope 2, market-based (metric tons CO2e)

24

Switzerland

(7.16.1) Scope 1 emissions (metric tons CO2e)

37

(7.16.2) Scope 2, location-based (metric tons CO2e)

195

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Thailand

(7.16.1) Scope 1 emissions (metric tons CO2e)

63

(7.16.2) Scope 2, location-based (metric tons CO2e)

3640

(7.16.3) Scope 2, market-based (metric tons CO2e)

479

United Arab Emirates

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

287

(7.16.3) Scope 2, market-based (metric tons CO2e)

287

United Kingdom of Great Britain and Northern Ireland

(7.16.1) Scope 1 emissions (metric tons CO2e)

48528

(7.16.2) Scope 2, location-based (metric tons CO2e)

42099

(7.16.3) Scope 2, market-based (metric tons CO2e)

184

United States of America

(7.16.1) Scope 1 emissions (metric tons CO2e)

61135

(7.16.2) Scope 2, location-based (metric tons CO2e)

129519

(7.16.3) Scope 2, market-based (metric tons CO2e)

9065
[Fixed row]

(7.17) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

Select all that apply
☑ By business division

(7.17.1) Break down your total gross global Scope 1 emissions by business division.

	Business division	Scope 1 emissions (metric ton CO2e)
Row 1	*BMW Group production network*	*532190*
Row 2	*Company owned vehicles*	*113431*

	Business division	Scope 1 emissions (metric ton CO2e)
Row 3	*BMW Business Aviation*	*5245*
Row 4	*Central Administration & Research and Innovation Centers*	*63067*

[Add row]

(7.19) Break down your organization's total gross global Scope 1 emissions by sector production activity in metric tons CO2e.

	Gross Scope 1 emissions, metric tons CO2e	Comment
Transport OEM activities	*532190*	*Emissions from our production network (car and motorcycle production).*

[Fixed row]

(7.20) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

Select all that apply

☑ By business division

(7.20.1) Break down your total gross global Scope 2 emissions by business division.

	Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Row 1	*BMW Group production network*	*1001048*	*80607*
Row 2	*Central Administration & Research and Innovation Centers*	*194770*	*29534*

[Add row]

(7.21) Break down your organization's total gross global Scope 2 emissions by sector production activity in metric tons CO2e.

	Scope 2, location-based, metric tons CO2e	Scope 2, market-based (if applicable), metric tons CO2e	Comment
Transport OEM activities	*1001048*	*80607*	*Emissions from our production network (car and motorcycle production).*

[Fixed row]

(7.22) Break down your gross Scope 1 and Scope 2 emissions between your consolidated accounting group and other entities included in your response.

Consolidated accounting group

(7.22.1) Scope 1 emissions (metric tons CO2e)

713933

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

1195818

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

110141

(7.22.4) Please explain

The Scope 1 and 2 emissions of the BMW Group location are calculated following the operational control approach as defined by the GHG Protocol. The emissions of company vehicles include vehicles of the BMW Group plants as well as 12 major markets. Further, emissions of company-owned planes are considered.

All other entities

(7.22.1) Scope 1 emissions (metric tons CO2e)

0

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

0

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

0

(7.22.4) Please explain

The Scope 1 and 2 emissions of the BMW Group location are calculated following the operational control approach as defined by the GHG Protocol. The emissions of company vehicles include vehicles of the BMW Group plants as well as 12 major markets. Further, emissions of company-owned planes are considered.
[Fixed row]

(7.23) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

Select from:

☑ No

(7.26) Allocate your emissions to your customers listed below according to the goods or services you have sold them in this reporting period.

Row 1

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

1405

(7.26.9) Emissions in metric tonnes of CO2e

333.2

(7.26.11) Major sources of emissions

Major source for Scope 1 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 1,405 new leasing agreements for BMW Group vehicles started, resulting in total Scope 1 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 2

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: market-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

1405

(7.26.9) Emissions in metric tonnes of CO2e

61.7

(7.26.11) Major sources of emissions

Major source for Scope 2 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 1,405 new leasing agreements for BMW Group vehicles started, resulting in total Scope 2 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 3

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply
☑ Category 1: Purchased goods and services
☑ Category 11: Use of sold products

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

1405

(7.26.9) Emissions in metric tonnes of CO2e

24580

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2023, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2023, 1,405 new leasing agreements for BMW Group vehicles started. Use phase CO2 emissions (only in this category we included use phase emissions from non-BMW Group cars): 6,455.5 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 18,124.5 tonnes CO2e (only BMW Group vehicles).

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 4

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

175

(7.26.9) Emissions in metric tonnes of CO2e

41.5

(7.26.11) Major sources of emissions

Major source for Scope 1 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 175 new leasing agreements for BMW Group vehicles started, resulting in total Scope 1 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 5

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 2: market-based

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

175

(7.26.9) Emissions in metric tonnes of CO2e

7.7

(7.26.11) Major sources of emissions

Major source for Scope 2 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 175 new leasing agreements for BMW Group vehicles started, resulting in total Scope 2 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 6

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 1: Purchased goods and services

☑ Category 11: Use of sold products

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

175

(7.26.9) Emissions in metric tonnes of CO2e

3061.3

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2023, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2023, 175 new leasing agreements for BMW Group vehicles started. Use phase CO2

emissions (only in this category we included use phase emissions from non-BMW Group cars): 803.8 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 2,257.5 tonnes CO2e (only BMW Group vehicles).

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 7

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

23

(7.26.9) Emissions in metric tonnes of CO2e

5.5

(7.26.11) Major sources of emissions

Major source for Scope 1 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 23 new leasing agreements for BMW Group vehicles started, resulting in total Scope 1 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 8

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 2: market-based

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

23

(7.26.9) Emissions in metric tonnes of CO2e

1

(7.26.11) Major sources of emissions

Major source for Scope 2 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 23 new leasing agreements for BMW Group vehicles started, resulting in total Scope 2 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 9

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 1: Purchased goods and services

☑ Category 11: Use of sold products

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

23

(7.26.9) Emissions in metric tonnes of CO2e

612.3

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2023, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2023, 23 new leasing agreements for BMW Group vehicles started. Use phase CO2 emissions (only in this category we included use phase emissions from non-BMW Group cars): 315.6 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 296.7 tonnes CO2e (only BMW Group vehicles).

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 10

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

737

(7.26.9) Emissions in metric tonnes of CO2e

174.8

(7.26.11) Major sources of emissions

Major source for Scope 1 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 737 new leasing agreements for BMW Group vehicles started, resulting in total Scope 1 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 11

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: market-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

737

(7.26.9) Emissions in metric tonnes of CO2e

32.3

(7.26.11) Major sources of emissions

Major source for Scope 2 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 737 new leasing agreements for BMW Group vehicles started, resulting in total Scope 2 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 12

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply
☑ Category 1: Purchased goods and services
☑ Category 11: Use of sold products

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

737

(7.26.9) Emissions in metric tonnes of CO2e

13105.7

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2023, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2023, 737 new leasing agreements for BMW Group vehicles started. Use phase CO2 emissions (only in this category we included use phase emissions from non-BMW Group cars): 3,598.4 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 9,507.3 tonnes CO2e (only BMW Group vehicles).

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 13

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

40

(7.26.9) Emissions in metric tonnes of CO2e

9.5

(7.26.11) Major sources of emissions

Major source for Scope 1 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 40 new leasing agreements for BMW Group vehicles started, resulting in total Scope 1 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 14

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 2: market-based

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

40

(7.26.9) Emissions in metric tonnes of CO2e

1.8

(7.26.11) Major sources of emissions

Major source for Scope 2 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 40 new leasing agreements for BMW Group vehicles started, resulting in total Scope 2 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 15

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 1: Purchased goods and services

☑ Category 11: Use of sold products

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

40

(7.26.9) Emissions in metric tonnes of CO2e

696.8

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2023, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2023, 40 new leasing agreements for BMW Group vehicles started. Use phase CO2

emissions (only in this category we included use phase emissions from non-BMW Group cars): 180.8 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 516.0 tonnes CO2e (only BMW Group vehicles).

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 16

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

1019

(7.26.9) Emissions in metric tonnes of CO2e

241.7

(7.26.11) Major sources of emissions

Major source for Scope 1 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 1,019 new leasing agreements for BMW Group vehicles started, resulting in total Scope 1 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 17

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 2: market-based

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

1019

(7.26.9) Emissions in metric tonnes of CO2e

44.7

(7.26.11) Major sources of emissions

Major source for Scope 2 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 1,019 new leasing agreements for BMW Group vehicles started, resulting in total Scope 2 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 18

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 1: Purchased goods and services

☑ Category 11: Use of sold products

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

1019

(7.26.9) Emissions in metric tonnes of CO2e

20444.6

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2023, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2023, 1,019 new leasing agreements for BMW Group vehicles started. Use phase CO2 emissions (only in this category we included use phase emissions from non-BMW Group cars): 7,299.5 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 13,145.1 tonnes CO2e (only BMW Group vehicles).

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 19

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

1

(7.26.9) Emissions in metric tonnes of CO2e

0.2

(7.26.11) Major sources of emissions

Major source for Scope 1 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 1 new leasing agreements for BMW Group vehicles started, resulting in total Scope 1 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 20

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: market-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

1

(7.26.9) Emissions in metric tonnes of CO2e

0

(7.26.11) Major sources of emissions

Major source for Scope 2 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 1 new leasing agreements for BMW Group vehicles started, resulting in total Scope 2 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 21

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply
☑ Category 1: Purchased goods and services
☑ Category 11: Use of sold products

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

1

(7.26.9) Emissions in metric tonnes of CO2e

12.9

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2023, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2023, 1 new leasing agreements for BMW Group vehicles started. Use phase CO2 emissions (only in this category we included use phase emissions from non-BMW Group cars): 0.0 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 12.9 tonnes CO2e (only BMW Group vehicles).

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 22

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

711

(7.26.9) Emissions in metric tonnes of CO2e

168.6

(7.26.11) Major sources of emissions

Major source for Scope 1 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 711 new leasing agreements for BMW Group vehicles started, resulting in total Scope 1 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 23

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 2: market-based

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

711

(7.26.9) Emissions in metric tonnes of CO2e

31.2

(7.26.11) Major sources of emissions

Major source for Scope 2 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 711 new leasing agreements for BMW Group vehicles started, resulting in total Scope 2 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 24

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 1: Purchased goods and services

☑ Category 11: Use of sold products

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

711

(7.26.9) Emissions in metric tonnes of CO2e

12476.7

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2023, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2023, 711 new leasing agreements for BMW Group vehicles started. Use phase CO2

emissions (only in this category we included use phase emissions from non-BMW Group cars): 3,304.8 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 9,171.9 tonnes CO2e (only BMW Group vehicles).

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 25

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

7

(7.26.9) Emissions in metric tonnes of CO2e

1.7

(7.26.11) Major sources of emissions

Major source for Scope 1 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 7 new leasing agreements for BMW Group vehicles started, resulting in total Scope 1 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 26

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 2: market-based

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

7

(7.26.9) Emissions in metric tonnes of CO2e

0.3

(7.26.11) Major sources of emissions

Major source for Scope 2 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 7 new leasing agreements for BMW Group vehicles started, resulting in total Scope 2 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 27

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 1: Purchased goods and services

☑ Category 11: Use of sold products

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

7

(7.26.9) Emissions in metric tonnes of CO2e

122.5

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2023, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2023, 7 new leasing agreements for BMW Group vehicles started. Use phase CO2 emissions (only in this category we included use phase emissions from non-BMW Group cars): 32.2 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 90.3 tonnes CO2e (only BMW Group vehicles).

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 28

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

0

(7.26.9) Emissions in metric tonnes of CO2e

0

(7.26.11) Major sources of emissions

Major source for Scope 1 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 0 new leasing agreements for BMW Group vehicles started, resulting in total Scope 1 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 29

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: market-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

0

(7.26.9) Emissions in metric tonnes of CO2e

0

(7.26.11) Major sources of emissions

Major source for Scope 2 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 0 new leasing agreements for BMW Group vehicles started, resulting in total Scope 2 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 30

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply
☑ Category 1: Purchased goods and services
☑ Category 11: Use of sold products

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

0

(7.26.9) Emissions in metric tonnes of CO2e

0

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2023, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2023, 0 new leasing agreements for BMW Group vehicles started. Use phase CO2 emissions (only in this category we included use phase emissions from non-BMW Group cars): 0.0 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 0.0 tonnes CO2e (only BMW Group vehicles).

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 31

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

226

(7.26.9) Emissions in metric tonnes of CO2e

53.6

(7.26.11) Major sources of emissions

Major source for Scope 1 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 226 new leasing agreements for BMW Group vehicles started, resulting in total Scope 1 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 32

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 2: market-based

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

226

(7.26.9) Emissions in metric tonnes of CO2e

9.9

(7.26.11) Major sources of emissions

Major source for Scope 2 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 226 new leasing agreements for BMW Group vehicles started, resulting in total Scope 2 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 33

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 1: Purchased goods and services

☑ Category 11: Use of sold products

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

226

(7.26.9) Emissions in metric tonnes of CO2e

3837.7

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2023, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2023, 226 new leasing agreements for BMW Group vehicles started. Use phase CO2

emissions (only in this category we included use phase emissions from non-BMW Group cars): 922.3 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 2,915.4 tonnes CO2e (only BMW Group vehicles).

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 34

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

1352

(7.26.9) Emissions in metric tonnes of CO2e

320.7

(7.26.11) Major sources of emissions

Major source for Scope 1 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 1,352 new leasing agreements for BMW Group vehicles started, resulting in total Scope 1 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 35

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 2: market-based

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

1352

(7.26.9) Emissions in metric tonnes of CO2e

59.3

(7.26.11) Major sources of emissions

Major source for Scope 2 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 1,352 new leasing agreements for BMW Group vehicles started, resulting in total Scope 2 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 36

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 1: Purchased goods and services

☑ Category 11: Use of sold products

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

1352

(7.26.9) Emissions in metric tonnes of CO2e

23717.9

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2023, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2023, 1,352 new leasing agreements for BMW Group vehicles started. Use phase CO2 emissions (only in this category we included use phase emissions from non-BMW Group cars): 6,277.1 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 17,440.8 tonnes CO2e (only BMW Group vehicles).

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 37

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 1

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

228

(7.26.9) Emissions in metric tonnes of CO2e

54.1

(7.26.11) Major sources of emissions

Major source for Scope 1 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 228 new leasing agreements for BMW Group vehicles started, resulting in total Scope 1 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 38

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: market-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

228

(7.26.9) Emissions in metric tonnes of CO2e

10

(7.26.11) Major sources of emissions

Major source for Scope 2 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 228 new leasing agreements for BMW Group vehicles started, resulting in total Scope 2 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 39

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply
☑ Category 1: Purchased goods and services
☑ Category 11: Use of sold products

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

228

(7.26.9) Emissions in metric tonnes of CO2e

3988.8

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2023, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2023, 228 new leasing agreements for BMW Group vehicles started. Use phase CO2 emissions (only in this category we included use phase emissions from non-BMW Group cars): 1,047.6 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 2,941.2 tonnes CO2e (only BMW Group vehicles).

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 40

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

414

(7.26.9) Emissions in metric tonnes of CO2e

98.2

(7.26.11) Major sources of emissions

Major source for Scope 1 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 414 new leasing agreements for BMW Group vehicles started, resulting in total Scope 1 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 41

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 2: market-based

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

414

(7.26.9) Emissions in metric tonnes of CO2e

18.2

(7.26.11) Major sources of emissions

Major source for Scope 2 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 414 new leasing agreements for BMW Group vehicles started, resulting in total Scope 2 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 42

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 1: Purchased goods and services

☑ Category 11: Use of sold products

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

414

(7.26.9) Emissions in metric tonnes of CO2e

7213.9

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2023, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2023, 414 new leasing agreements for BMW Group vehicles started. Use phase CO2

emissions (only in this category we included use phase emissions from non-BMW Group cars): 1,873.3 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 5,340.6 tonnes CO2e (only BMW Group vehicles).

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 43

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

135

(7.26.9) Emissions in metric tonnes of CO2e

32

(7.26.11) Major sources of emissions

Major source for Scope 1 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 135 new leasing agreements for BMW Group vehicles started, resulting in total Scope 1 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 44

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 2: market-based

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

135

(7.26.9) Emissions in metric tonnes of CO2e

5.9

(7.26.11) Major sources of emissions

Major source for Scope 2 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 135 new leasing agreements for BMW Group vehicles started, resulting in total Scope 2 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 45

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 1: Purchased goods and services

☑ Category 11: Use of sold products

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

135

(7.26.9) Emissions in metric tonnes of CO2e

3478.7

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2023, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2023, 135 new leasing agreements for BMW Group vehicles started. Use phase CO2 emissions (only in this category we included use phase emissions from non-BMW Group cars): 1,737.2 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 1,741.5 tonnes CO2e (only BMW Group vehicles).

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 46

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 1

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

184

(7.26.9) Emissions in metric tonnes of CO2e

43.6

(7.26.11) Major sources of emissions

Major source for Scope 1 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 184 new leasing agreements for BMW Group vehicles started, resulting in total Scope 1 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 47

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: market-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

184

(7.26.9) Emissions in metric tonnes of CO2e

8.1

(7.26.11) Major sources of emissions

Major source for Scope 2 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 184 new leasing agreements for BMW Group vehicles started, resulting in total Scope 2 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 48

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply
☑ Category 1: Purchased goods and services
☑ Category 11: Use of sold products

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

184

(7.26.9) Emissions in metric tonnes of CO2e

3220.2

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2023, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2023, 184 new leasing agreements for BMW Group vehicles started. Use phase CO2 emissions (only in this category we included use phase emissions from non-BMW Group cars): 846.6 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 2,373.6 tonnes CO2e (only BMW Group vehicles).

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 49

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

6

(7.26.9) Emissions in metric tonnes of CO2e

1.4

(7.26.11) Major sources of emissions

Major source for Scope 1 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 6 new leasing agreements for BMW Group vehicles started, resulting in total Scope 1 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 50

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 2: market-based

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

6

(7.26.9) Emissions in metric tonnes of CO2e

0.3

(7.26.11) Major sources of emissions

Major source for Scope 2 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 6 new leasing agreements for BMW Group vehicles started, resulting in total Scope 2 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 51

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 1: Purchased goods and services

☑ Category 11: Use of sold products

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

6

(7.26.9) Emissions in metric tonnes of CO2e

545.8

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2023, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2023, 6 new leasing agreements for BMW Group vehicles started. Use phase CO2

emissions (only in this category we included use phase emissions from non-BMW Group cars): 468.4 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 77.4 tonnes CO2e (only BMW Group vehicles).

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 52

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 1

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

2

(7.26.9) Emissions in metric tonnes of CO2e

0.5

(7.26.11) Major sources of emissions

Major source for Scope 1 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 2 new leasing agreements for BMW Group vehicles started, resulting in total Scope 1 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 53

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 2: market-based

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

2

(7.26.9) Emissions in metric tonnes of CO2e

0.1

(7.26.11) Major sources of emissions

Major source for Scope 2 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 2 new leasing agreements for BMW Group vehicles started, resulting in total Scope 2 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 54

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply

☑ Category 1: Purchased goods and services

☑ Category 11: Use of sold products

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

2

(7.26.9) Emissions in metric tonnes of CO2e

68.4

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2023, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2023, 2 new leasing agreements for BMW Group vehicles started. Use phase CO2 emissions (only in this category we included use phase emissions from non-BMW Group cars): 42.6 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 25.8 tonnes CO2e (only BMW Group vehicles).

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 55

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 1

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

246

(7.26.9) Emissions in metric tonnes of CO2e

58.3

(7.26.11) Major sources of emissions

Major source for Scope 1 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 246 new leasing agreements for BMW Group vehicles started, resulting in total Scope 1 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 56

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:

☑ Scope 2: market-based

(7.26.4) Allocation level

Select from:

☑ Company wide

(7.26.6) Allocation method

Select from:

☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:

☑ Other unit, please specify :new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

246

(7.26.9) Emissions in metric tonnes of CO2e

10.8

(7.26.11) Major sources of emissions

Major source for Scope 2 emissions is the production of the BMW Group part of the fleet. The production of the other cars does not lie inside the operational control of BMW Group. In the reporting period of 2023, 246 new leasing agreements for BMW Group vehicles started, resulting in total Scope 2 emissions as given.

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A

Row 57

(7.26.1) Requesting member

Select from:

(7.26.2) Scope of emissions

Select from:
☑ Scope 3

(7.26.3) Scope 3 category(ies)

Select all that apply
☑ Category 1: Purchased goods and services
☑ Category 11: Use of sold products

(7.26.4) Allocation level

Select from:
☑ Company wide

(7.26.6) Allocation method

Select from:
☑ Allocation based on the number of units purchased

(7.26.7) Unit for market value or quantity of goods/services supplied

Select from:
☑ Other unit, please specify **:**new leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

246

(7.26.9) Emissions in metric tonnes of CO2e

4497.9

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2023, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2023, 246 new leasing agreements for BMW Group vehicles started. Use phase CO2 emissions (only in this category we included use phase emissions from non-BMW Group cars): 1,324.5 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 3,173.4 tonnes CO2e (only BMW Group vehicles).

(7.26.12) Allocation verified by a third party?

Select from:

☑ No

(7.26.13) Please explain how you have identified the GHG source, including major limitations to this process and assumptions made

Please see Investor CDP Climate Change answer.

(7.26.14) Where published information has been used, please provide a reference

N/A
[Add row]

(7.27) What are the challenges in allocating emissions to different customers, and what would help you to overcome these challenges?

Row 1

(7.27.1) Allocation challenges

Select from:

☑ We face no challenges

(7.27.2) Please explain what would help you overcome these challenges

N/A
[Add row]

(7.29) What percentage of your total operational spend in the reporting year was on energy?

Select from:

☑ More than 0% but less than or equal to 5%

(7.30) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	*Select from:* ☑ Yes
Consumption of purchased or acquired electricity	*Select from:* ☑ Yes
Consumption of purchased or acquired heat	*Select from:* ☑ Yes
Consumption of purchased or acquired steam	*Select from:* ☑ No

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of purchased or acquired cooling	*Select from:* ☑ Yes
Generation of electricity, heat, steam, or cooling	*Select from:* ☑ Yes

[Fixed row]

(7.30.1) Report your organization’s energy consumption totals (excluding feedstocks) in MWh.

Consumption of fuel (excluding feedstock)

(7.30.1.1) Heating value

Select from:
☑ HHV (higher heating value)

(7.30.1.2) MWh from renewable sources

108973

(7.30.1.3) MWh from non-renewable sources

3559310

(7.30.1.4) Total (renewable and non-renewable) MWh

3688283

Consumption of purchased or acquired electricity

(7.30.1.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

2657406

(7.30.1.3) MWh from non-renewable sources

53987

(7.30.1.4) Total (renewable and non-renewable) MWh

2711392

Consumption of purchased or acquired heat

(7.30.1.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

0

(7.30.1.3) MWh from non-renewable sources

354015

(7.30.1.4) Total (renewable and non-renewable) MWh

354015

Consumption of purchased or acquired cooling

(7.30.1.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

23516

(7.30.1.3) MWh from non-renewable sources

0

(7.30.1.4) Total (renewable and non-renewable) MWh

23516

Consumption of self-generated non-fuel renewable energy

(7.30.1.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

4123

(7.30.1.4) Total (renewable and non-renewable) MWh

4123

Total energy consumption

(7.30.1.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

2794018

(7.30.1.3) MWh from non-renewable sources

3967312

(7.30.1.4) Total (renewable and non-renewable) MWh

6761330
[Fixed row]

(7.30.6) Select the applications of your organization’s consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	*Select from:* ☑ No
Consumption of fuel for the generation of heat	*Select from:* ☑ Yes
Consumption of fuel for the generation of steam	*Select from:* ☑ No

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of cooling	*Select from:* ☑ No
Consumption of fuel for co-generation or tri-generation	*Select from:* ☑ Yes

[Fixed row]

(7.30.7) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

(7.30.7.1) Heating value

Select from:
☑ HHV

(7.30.7.2) Total fuel MWh consumed by the organization

108973

(7.30.7.4) MWh fuel consumed for self-generation of heat

1109

(7.30.7.6) MWh fuel consumed for self-generation of cooling

0

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

107864

(7.30.7.8) Comment

Landfill gas and wood pellets

Other biomass

(7.30.7.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.6) MWh fuel consumed for self-generation of cooling

0

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.8) Comment

N/A

Other renewable fuels (e.g. renewable hydrogen)

(7.30.7.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.6) MWh fuel consumed for self-generation of cooling

0

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.8) Comment

N/A

Coal

(7.30.7.1) Heating value

Select from:

☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

0

(7.30.7.4) MWh fuel consumed for self-generation of heat

0

(7.30.7.6) MWh fuel consumed for self-generation of cooling

0

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.8) Comment

N/A

Oil

(7.30.7.1) Heating value

Select from:
☑ HHV

(7.30.7.2) Total fuel MWh consumed by the organization

7931

(7.30.7.4) MWh fuel consumed for self-generation of heat

7931

(7.30.7.6) MWh fuel consumed for self-generation of cooling

0

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.8) Comment

Oil

Gas

(7.30.7.1) Heating value

Select from:
☑ HHV

(7.30.7.2) Total fuel MWh consumed by the organization

3170701

(7.30.7.4) MWh fuel consumed for self-generation of heat

1793066

(7.30.7.6) MWh fuel consumed for self-generation of cooling

0

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

1377635

(7.30.7.8) Comment

Gas

Other non-renewable fuels (e.g. non-renewable hydrogen)

(7.30.7.1) Heating value

Select from:

☑ HHV

(7.30.7.2) Total fuel MWh consumed by the organization

380678

(7.30.7.4) MWh fuel consumed for self-generation of heat

380678

(7.30.7.6) MWh fuel consumed for self-generation of cooling

0

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.8) Comment

Diesel, Gasoline, Kerosene

Total fuel

(7.30.7.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.7.2) Total fuel MWh consumed by the organization

3668283

(7.30.7.4) MWh fuel consumed for self-generation of heat

2182784

(7.30.7.6) MWh fuel consumed for self-generation of cooling

0

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

1485499

(7.30.7.8) Comment

N/A
[Fixed row]

(7.30.9) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.

Electricity

(7.30.9.1) Total Gross generation (MWh)

577041

(7.30.9.2) Generation that is consumed by the organization (MWh)

577041

(7.30.9.3) Gross generation from renewable sources (MWh)

35854

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

35854

Heat

(7.30.9.1) Total Gross generation (MWh)

2284906

(7.30.9.2) Generation that is consumed by the organization (MWh)

2284906

(7.30.9.3) Gross generation from renewable sources (MWh)

48335

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

48335

Steam

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0

Cooling

(7.30.9.1) Total Gross generation (MWh)

0

(7.30.9.2) Generation that is consumed by the organization (MWh)

0

(7.30.9.3) Gross generation from renewable sources (MWh)

0

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

0
[Fixed row]

(7.30.16) Provide a breakdown by country/area of your electricity/heat/steam/cooling consumption in the reporting year.

Argentina

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:
☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Argentina.

Australia

(7.30.16.1) Consumption of purchased electricity (MWh)

1913

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:
☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

1885

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

3798.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Australia.

Austria

(7.30.16.1) Consumption of purchased electricity (MWh)

183996

(7.30.16.2) Consumption of self-generated electricity (MWh)

9527

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ Yes

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

37442

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

17470

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

248435.00

(7.30.16.7) Provide details of the electricity consumption excluded

Only self-generated electricity (9,527 MWH) excluded from our RE100 commitment in Austria.

Belgium

(7.30.16.1) Consumption of purchased electricity (MWh)

2471

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

1125

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

3596.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Belgium.

Brazil

(7.30.16.1) Consumption of purchased electricity (MWh)

18686

(7.30.16.2) Consumption of self-generated electricity (MWh)

837

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:
☑ Yes

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

11413

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

30936.00

(7.30.16.7) Provide details of the electricity consumption excluded

Only self-generated electricity (837 MWH) excluded from our RE100 commitment in Brazil.

Bulgaria

(7.30.16.1) Consumption of purchased electricity (MWh)

66

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

38

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

104.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Bulgaria.

Canada

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Canada.

China

(7.30.16.1) Consumption of purchased electricity (MWh)

654283

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

256786

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

289860

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1200929.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in China.

Czechia

(7.30.16.1) Consumption of purchased electricity (MWh)

1411

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:
☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

49

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1460.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Czechia.

Denmark

(7.30.16.1) Consumption of purchased electricity (MWh)

76

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:
☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

76.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Denmark.

Finland

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:
☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Finland.

France

(7.30.16.1) Consumption of purchased electricity (MWh)

8099

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

121

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

2965

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

11185.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in France.

Germany

(7.30.16.1) Consumption of purchased electricity (MWh)

1089074

(7.30.16.2) Consumption of self-generated electricity (MWh)

514292

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ Yes

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

78829

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

1275027

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

2957222.00

(7.30.16.7) Provide details of the electricity consumption excluded

Only self-generated electricity (514,292 MWH) excluded from our RE100 commitment in Germany.

Greece

(7.30.16.1) Consumption of purchased electricity (MWh)

326

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:
☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

326.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Greece.

Hungary

(7.30.16.1) Consumption of purchased electricity (MWh)

96

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

74

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

170.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Hungary.

India

(7.30.16.1) Consumption of purchased electricity (MWh)

3894

(7.30.16.2) Consumption of self-generated electricity (MWh)

1381

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:
☑ Yes

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

363

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

5638.00

(7.30.16.7) Provide details of the electricity consumption excluded

Only self-generated electricity (1,381 MWH) excluded from our RE100 commitment in India.

Indonesia

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:
☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Indonesia.

Ireland

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Ireland.

Italy

(7.30.16.1) Consumption of purchased electricity (MWh)

6577

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

2479

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

1562

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

10618.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Italy.

Japan

(7.30.16.1) Consumption of purchased electricity (MWh)

6115

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

1594

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

476

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

8185.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Japan.

Luxembourg

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:
☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Luxembourg.

Malaysia

(7.30.16.1) Consumption of purchased electricity (MWh)

1957

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1957.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Malaysia.

Mexico

(7.30.16.1) Consumption of purchased electricity (MWh)

85545

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

46885

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

132430.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Mexico.

Netherlands

(7.30.16.1) Consumption of purchased electricity (MWh)

2051

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

133

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

1242

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

3426.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Netherlands.

New Zealand

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in New Zealand.

Norway

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Norway.

Poland

(7.30.16.1) Consumption of purchased electricity (MWh)

361

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

361.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Poland.

Portugal

(7.30.16.1) Consumption of purchased electricity (MWh)

0

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:
☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

0.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Portugal.

Republic of Korea

(7.30.16.1) Consumption of purchased electricity (MWh)

3086

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:
☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

3086.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in the Republic of Korea.

Romania

(7.30.16.1) Consumption of purchased electricity (MWh)

66

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:
☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

24

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

90.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Romania.

Russian Federation

(7.30.16.1) Consumption of purchased electricity (MWh)

1659

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

2351

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

4010.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in the Russian Federation.

Singapore

(7.30.16.1) Consumption of purchased electricity (MWh)

122

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

122.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Singapore.

Slovakia

(7.30.16.1) Consumption of purchased electricity (MWh)

943

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:
☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

698

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1641.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Slovakia.

Slovenia

(7.30.16.1) Consumption of purchased electricity (MWh)

42

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

25

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

67.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Slovenia.

South Africa

(7.30.16.1) Consumption of purchased electricity (MWh)

65978

(7.30.16.2) Consumption of self-generated electricity (MWh)

414

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:
☑ Yes

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

54407

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

120799.00

(7.30.16.7) Provide details of the electricity consumption excluded

Only self-generated electricity (414 MWH) excluded from our RE100 commitment in South Africa.

Spain

(7.30.16.1) Consumption of purchased electricity (MWh)

3136

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:
☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

3807

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

6943.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Spain.

Sweden

(7.30.16.1) Consumption of purchased electricity (MWh)

750

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

1796

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

2546.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Sweden.

Switzerland

(7.30.16.1) Consumption of purchased electricity (MWh)

1895

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

204

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

2099.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Switzerland.

Thailand

(7.30.16.1) Consumption of purchased electricity (MWh)

7443

(7.30.16.2) Consumption of self-generated electricity (MWh)

1223

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ Yes

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

341

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

9007.00

(7.30.16.7) Provide details of the electricity consumption excluded

Only self-generated electricity (1,223 MWH) excluded from our RE100 commitment in Thailand.

United Arab Emirates

(7.30.16.1) Consumption of purchased electricity (MWh)

710

(7.30.16.2) Consumption of self-generated electricity (MWh)

0

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:
☑ No

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

710.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in the United Arab Emirates.

United Kingdom of Great Britain and Northern Ireland

(7.30.16.1) Consumption of purchased electricity (MWh)

206614

(7.30.16.2) Consumption of self-generated electricity (MWh)

17493

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ Yes

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

227598

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

451705.00

(7.30.16.7) Provide details of the electricity consumption excluded

Only self-generated electricity (17,493 MWH) excluded from our RE100 commitment in the United Kingdom of Great Britain and Northern Ireland.

United States of America

(7.30.16.1) Consumption of purchased electricity (MWh)

351953

(7.30.16.2) Consumption of self-generated electricity (MWh)

31876

(7.30.16.3) Is some or all of this electricity consumption excluded from your RE100 commitment?

Select from:

☑ Yes

(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

343367

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

727196.00

(7.30.16.7) Provide details of the electricity consumption excluded

Only self-generated electricity (31,876 MWH) excluded from our RE100 commitment in the United States of America.
[Fixed row]

(7.30.17) Provide details of your organization's renewable electricity purchases in the reporting year by country/area.

Row 1

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ Austria

(7.30.17.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Renewable electricity mix, please specify :solar, wind, hydropower, biomass and landfill gas

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

180129

(7.30.17.5) Tracking instrument used

Select from:

☑ Contract

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ Austria

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2023

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify **:**RE100-compliant

(7.30.17.12) Comment

N/A

Row 2

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ Austria

(7.30.17.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Renewable electricity mix, please specify **:**solar, wind, hydropower, biomass and landfill gas

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

3867

(7.30.17.5) Tracking instrument used

Select from:

☑ Contract

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ Austria

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2020

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify :RE100-compliant

(7.30.17.12) Comment

N/A

Row 3

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ Belgium

(7.30.17.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Renewable electricity mix, please specify :solar, wind, hydropower, biomass and landfill gas

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

2386

(7.30.17.5) Tracking instrument used

Select from:

☑ GO

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ Belgium

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2022

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify **:**RE100-compliant

(7.30.17.12) Comment

N/A

Row 4

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ Brazil

(7.30.17.2) Sourcing method

Select from:

☑ Unbundled procurement of Energy Attribute Certificates (EACs)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Wind

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

18686

(7.30.17.5) Tracking instrument used

Select from:

☑ I-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ Brazil

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2015

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2023

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ No additional, voluntary label

(7.30.17.12) Comment

N/A

Row 5

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ Switzerland

(7.30.17.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Renewable electricity mix, please specify :solar, wind, hydropower, biomass and landfill gas

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

1895

(7.30.17.5) Tracking instrument used

Select from:

☑ GO

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ Switzerland

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2023

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify **:**RE100-compliant

(7.30.17.12) Comment

N/A

Row 6

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ China

(7.30.17.2) Sourcing method

Select from:

☑ Unbundled procurement of Energy Attribute Certificates (EACs)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Solar

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

30209

(7.30.17.5) Tracking instrument used

Select from:

☑ I-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ China

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2022

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:
☑ 2023

(7.30.17.10) Supply arrangement start year

2023

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:
☑ No additional, voluntary label

(7.30.17.12) Comment

N/A

Row 7

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:
☑ China

(7.30.17.2) Sourcing method

Select from:
☑ Purchase from an on-site installation owned by a third party (on-site PPA)

(7.30.17.3) Renewable electricity technology type

Select from:
☑ Solar

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

89630

(7.30.17.5) Tracking instrument used

Select from:

☑ Contract

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ China

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2022

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2022

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ No additional, voluntary label

(7.30.17.12) Comment

N/A

Row 8

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:
☑ China

(7.30.17.2) Sourcing method

Select from:
☑ Physical power purchase agreement (physical PPA) with a grid-connected generator

(7.30.17.3) Renewable electricity technology type

Select from:
☑ Solar

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

534444

(7.30.17.5) Tracking instrument used

Select from:
☑ GEC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:
☑ China

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2022

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2021

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ No additional, voluntary label

(7.30.17.12) Comment

N/A

Row 9

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ Czechia

(7.30.17.2) Sourcing method

Select from:

☑ Unbundled procurement of Energy Attribute Certificates (EACs)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Renewable electricity mix, please specify :solar, wind, hydropower, biomass and landfill gas

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

1293

(7.30.17.5) Tracking instrument used

Select from:

☑ GO

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ Czechia

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2023

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify :RE100-compliant

(7.30.17.12) Comment

N/A

Row 10

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ France

(7.30.17.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Renewable electricity mix, please specify :solar, wind, hydropower, biomass and landfill gas

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

2370

(7.30.17.5) Tracking instrument used

Select from:

☑ Contract

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ France

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2022

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify **:**RE100-compliant

(7.30.17.12) Comment

N/A

Row 11

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ Germany

(7.30.17.2) Sourcing method

Select from:

☑ Unbundled procurement of Energy Attribute Certificates (EACs)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Large hydropower (>25 MW)

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

708951

(7.30.17.5) Tracking instrument used

Select from:

☑ GO

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ Germany

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

1992

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2023

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify **:**RE100-compliant

(7.30.17.12) Comment

Including large and small hydropower also from Spain, Norway and Finland. Including commissioning years 1905 - 1992.

Row 12

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ Germany

(7.30.17.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Large hydropower (>25 MW)

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

278540

(7.30.17.5) Tracking instrument used

Select from:

☑ Contract

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ Norway

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2022

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2019

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify :RE100-compliant

(7.30.17.12) Comment

Including large and small hydropower also from Spain, Finland, Iceland, Croatia, Latvia, Italy, France, Slovenia. Including commissioning years 1901 - 2022.

Row 13

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ Germany

(7.30.17.2) Sourcing method

Select from:

☑ Purchase from an on-site installation owned by a third party (on-site PPA)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Wind

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

26563

(7.30.17.5) Tracking instrument used

Select from:

☑ Contract

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ Germany

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2014

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2014

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify :RE100-compliant

(7.30.17.12) Comment

N/A

Row 14

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ Germany

(7.30.17.2) Sourcing method

Select from:

☑ Physical power purchase agreement (physical PPA) with a grid-connected generator

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Hydropower (capacity unknown)

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

75000

(7.30.17.5) Tracking instrument used

Select from:

☑ GO

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ Germany

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2023

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify :RE100-compliant

(7.30.17.12) Comment

N/A

Row 15

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ Spain

(7.30.17.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Renewable electricity mix, please specify :solar, wind, hydropower, biomass and landfill gas

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

3133

(7.30.17.5) Tracking instrument used

Select from:

☑ GO

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ Spain

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2022

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify **:**RE100-compliant

(7.30.17.12) Comment

N/A

Row 16

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ India

(7.30.17.2) Sourcing method

Select from:

☑ Unbundled procurement of Energy Attribute Certificates (EACs)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Wind

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

2558

(7.30.17.5) Tracking instrument used

Select from:

☑ I-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ India

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2019

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2023

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ No additional, voluntary label

(7.30.17.12) Comment

Including commissioning years 2009 - 2018.

Row 17

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ Italy

(7.30.17.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Renewable electricity mix, please specify :solar, wind, hydropower, biomass and landfill gas

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

4886

(7.30.17.5) Tracking instrument used

Select from:

☑ GO

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ Italy

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2022

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify :RE100-compliant

(7.30.17.12) Comment

N/A

Row 18

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ Japan

(7.30.17.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Sustainable Biomass

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

4693

(7.30.17.5) Tracking instrument used

Select from:

☑ Other, please specify **:**The Certificate of Green Power

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ Japan

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2020

(7.30.17.10) Supply arrangement start year

2023

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ No additional, voluntary label

(7.30.17.12) Comment

N/A

Row 19

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ Mexico

(7.30.17.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Solar

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

78920

(7.30.17.5) Tracking instrument used

Select from:

☑ Contract

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ Mexico

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2020

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2019

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ No additional, voluntary label

(7.30.17.12) Comment

Including commissioning years 2017 - 2019.

Row 20

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:
☑ Mexico

(7.30.17.2) Sourcing method

Select from:
☑ Purchase from an on-site installation owned by a third party (on-site PPA)

(7.30.17.3) Renewable electricity technology type

Select from:
☑ Solar

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

6018

(7.30.17.5) Tracking instrument used

Select from:
☑ Contract

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ Mexico

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:
☑ Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2019

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:
☑ 2023

(7.30.17.10) Supply arrangement start year

2019

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:
☑ No additional, voluntary label

(7.30.17.12) Comment

N/A

Row 21

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:
☑ Netherlands

(7.30.17.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Renewable electricity mix, please specify :solar, wind, hydropower, biomass and landfill gas

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

2051

(7.30.17.5) Tracking instrument used

Select from:

☑ GO

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ Netherlands

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2022

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:
☑ Other, please specify **:**RE100-compliant

(7.30.17.12) Comment

N/A

Row 22

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:
☑ Poland

(7.30.17.2) Sourcing method

Select from:
☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:
☑ Renewable electricity mix, please specify **:**solar, wind, hydropower, biomass and landfill gas

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

361

(7.30.17.5) Tracking instrument used

Select from:

☑ GO

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:
☑ Poland

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:
☑ No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:
☑ 2023

(7.30.17.10) Supply arrangement start year

2022

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:
☑ Other, please specify :RE100-compliant

(7.30.17.12) Comment

N/A

Row 23

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ Slovakia

(7.30.17.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Renewable electricity mix, please specify :solar, wind, hydropower, biomass and landfill gas

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

50

(7.30.17.5) Tracking instrument used

Select from:

☑ GO

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ Slovakia

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2022

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify :RE100-compliant

(7.30.17.12) Comment

N/A

Row 24

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ South Africa

(7.30.17.2) Sourcing method

Select from:

☑ Unbundled procurement of Energy Attribute Certificates (EACs)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Solar

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

53593

(7.30.17.5) Tracking instrument used

Select from:

☑ I-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ South Africa

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2014

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2023

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ No additional, voluntary label

(7.30.17.12) Comment

Including commissioning year 2013.

Row 25

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ South Africa

(7.30.17.2) Sourcing method

Select from:

☑ Physical power purchase agreement (physical PPA) with a grid-connected generator

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Sustainable Biomass

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

7676

(7.30.17.5) Tracking instrument used

Select from:

☑ I-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ South Africa

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2017

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:
☑ 2023

(7.30.17.10) Supply arrangement start year

2017

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:
☑ No additional, voluntary label

(7.30.17.12) Comment

N/A

Row 26

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:
☑ Thailand

(7.30.17.2) Sourcing method

Select from:
☑ Unbundled procurement of Energy Attribute Certificates (EACs)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Renewable electricity mix, please specify :solar and hydropower

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

5239

(7.30.17.5) Tracking instrument used

Select from:

☑ I-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ Thailand

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2015

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2023

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ No additional, voluntary label

(7.30.17.12) Comment

Including commissioning year 1964.

Row 27

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ Thailand

(7.30.17.2) Sourcing method

Select from:

☑ Physical power purchase agreement (physical PPA) with a grid-connected generator

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Solar

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

1223

(7.30.17.5) Tracking instrument used

Select from:

☑ Contract

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ Thailand

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2020

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2020

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ No additional, voluntary label

(7.30.17.12) Comment

N/A

Row 28

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ United Kingdom of Great Britain and Northern Ireland

(7.30.17.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Renewable electricity mix, please specify :solar and wind

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

194561

(7.30.17.5) Tracking instrument used

Select from:

☑ REGO

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ United Kingdom of Great Britain and Northern Ireland

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2021

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:
☑ No additional, voluntary label

(7.30.17.12) Comment

N/A

Row 29

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:
☑ United Kingdom of Great Britain and Northern Ireland

(7.30.17.2) Sourcing method

Select from:
☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:
☑ Renewable electricity mix, please specify :solar and wind

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

8909

(7.30.17.5) Tracking instrument used

Select from:

☑ Contract

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ United Kingdom of Great Britain and Northern Ireland

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2021

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ No additional, voluntary label

(7.30.17.12) Comment

N/A

Row 30

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ United Kingdom of Great Britain and Northern Ireland

(7.30.17.2) Sourcing method

Select from:

☑ Purchase from an on-site installation owned by a third party (on-site PPA)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Solar

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

2251

(7.30.17.5) Tracking instrument used

Select from:

☑ Contract

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ United Kingdom of Great Britain and Northern Ireland

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ Yes

(7.30.17.8) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2014

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2014

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ No additional, voluntary label

(7.30.17.12) Comment

N/A

Row 31

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ United States of America

(7.30.17.2) Sourcing method

Select from:

☑ Unbundled procurement of Energy Attribute Certificates (EACs)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Renewable electricity mix, please specify :solar, hydropower and wind

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

316335

(7.30.17.5) Tracking instrument used

Select from:
☑ US-REC

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:
☑ United States of America

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:
☑ No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:
☑ 2023

(7.30.17.10) Supply arrangement start year

2023

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:
☑ Green-e Certified(R) Renewable Energy

(7.30.17.12) Comment

N/A

Row 32

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ United States of America

(7.30.17.2) Sourcing method

Select from:

☑ Retail supply contract with an electricity supplier (retail green electricity)

(7.30.17.3) Renewable electricity technology type

Select from:

☑ Renewable electricity mix, please specify :solar, wind, hydropower, biomass and landfill gas

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

10986

(7.30.17.5) Tracking instrument used

Select from:

☑ Contract

(7.30.17.6) Country/area of origin (generation) of purchased renewable electricity

Select from:

☑ United States of America

(7.30.17.7) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

☑ No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2023

(7.30.17.10) Supply arrangement start year

2023

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Green-e Certified(R) Renewable Energy

(7.30.17.12) Comment

N/A
[Add row]

(7.30.18) Provide details of your organization's low-carbon heat, steam, and cooling purchases in the reporting year by country/area.

Row 1

(7.30.18.1) Sourcing method

Select from:

☑ Heat/steam/cooling supply agreement

(7.30.18.2) Country/area of consumption of low-carbon heat, steam or cooling

Select from:

☑ Germany

(7.30.18.3) Energy carrier

Select from:

☑ Cooling

(7.30.18.4) Low-carbon technology type

Select from:

☑ Other, please specify **:**Düker drainage pipe systems

(7.30.18.5) Low-carbon heat, steam, or cooling consumed (MWh)

23516

(7.30.18.6) Comment

N/A
[Add row]

(7.30.19) Provide details of your organization’s renewable electricity generation by country/area in the reporting year.

Row 1

(7.30.19.1) Country/area of generation

Select from:

☑ Brazil

(7.30.19.2) Renewable electricity technology type

Select from:
☑ Solar

(7.30.19.3) Facility capacity (MW)

0.42

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

837

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

837

(7.30.19.6) Energy attribute certificates issued for this generation

Select from:
☑ No

(7.30.19.8) Comment

PV

Row 2

(7.30.19.1) Country/area of generation

Select from:
☑ Germany

(7.30.19.2) Renewable electricity technology type

Select from:
☑ Solar

(7.30.19.3) Facility capacity (MW)

0.06

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

124

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

124

(7.30.19.6) Energy attribute certificates issued for this generation

Select from:
☑ No

(7.30.19.8) Comment

PV

Row 3

(7.30.19.1) Country/area of generation

Select from:
☑ India

(7.30.19.2) Renewable electricity technology type

Select from:
☑ Solar

(7.30.19.3) Facility capacity (MW)

0.69

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

1381

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

1381

(7.30.19.6) Energy attribute certificates issued for this generation

Select from:
☑ No

(7.30.19.8) Comment

PV

Row 4

(7.30.19.1) Country/area of generation

Select from:
☑ South Africa

(7.30.19.2) Renewable electricity technology type

Select from:
☑ Solar

(7.30.19.3) Facility capacity (MW)

0.21

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

414

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

414

(7.30.19.6) Energy attribute certificates issued for this generation

Select from:
☑ No

(7.30.19.8) Comment

PV

Row 5

(7.30.19.1) Country/area of generation

Select from:
☑ Thailand

(7.30.19.2) Renewable electricity technology type

Select from:
☑ Solar

(7.30.19.3) Facility capacity (MW)

0.61

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

1223

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

1223

(7.30.19.6) Energy attribute certificates issued for this generation

Select from:

☑ No

(7.30.19.8) Comment

PV

Row 6

(7.30.19.1) Country/area of generation

Select from:

☑ United States of America

(7.30.19.2) Renewable electricity technology type

Select from:

☑ Solar

(7.30.19.3) Facility capacity (MW)

0.07

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

145

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

145

(7.30.19.6) Energy attribute certificates issued for this generation

Select from:
☑ No

(7.30.19.8) Comment

PV

Row 7

(7.30.19.1) Country/area of generation

Select from:
☑ United States of America

(7.30.19.2) Renewable electricity technology type

Select from:
☑ Sustainable biomass

(7.30.19.3) Facility capacity (MW)

10

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

31731

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

31731

(7.30.19.6) Energy attribute certificates issued for this generation

Select from:

☑ No

(7.30.19.8) Comment

CHP (landfill gas)
[Add row]

(7.30.20) Describe how your organization’s renewable electricity sourcing strategy directly or indirectly contributes to bringing new capacity into the grid in the countries/areas in which you operate.

Worldwide, all BMW Group production sites and the vast majority of its other locations procure their electricity from renewable self-generation plants, direct supply contracts for green electricity, and electricity of certified origin. Moreover, we are increasing the amount of renewable energy generated at our own sites. Additions made during the reporting year included largescale photovoltaic installations at our plant in Araquari, Brazil, which generate some of the electricity required for production at the site. The BMW Group is unable to entirely cover its electricity requirements by producing its own renewable energy, and therefore purchases additional power from renewable and predominantly local or regional sources. We cover an increasing proportion of our electricity requirements through so-called Power Purchase Agreements (PPAs), i. e. direct purchases from defined renewable energy generation plants, supporting the development of new renewable capacity in areas in which we produce.

(7.30.21) In the reporting year, has your organization faced barriers or challenges to sourcing renewable electricity?

	Challenges to sourcing renewable electricity
	Select from: ☑ No

[Fixed row]

(7.35) Provide any efficiency metrics that are appropriate for your organization’s transport products and/or services.

Row 1

(7.35.1) Activity

Select from:

☑ Light Duty Vehicles (LDV)

(7.35.2) Metric figure

1.97

(7.35.3) Metric numerator

Select from:

☑ MWh

(7.35.4) Metric denominator

Select from:

☑ Production: Vehicle

(7.35.5) Metric numerator: Unit total

4954639

(7.35.6) Metric denominator: Unit total

2509682

(7.35.7) % change from previous year

-7.5

(7.35.8) Please explain

The metric numerator is given by the energy consumption for production of the vehicles in the BMW Group production network in 2023 of 4,954,639 MWh. This metric measures the energy efficiency of the BMW Group production technologies which is why we subtracted the losses of our own combined heat and power plant installations. The metric denominator is given by 2,509,682 vehicles produced in the BMW Group owned facilities. The metric is then calculated by dividing the energy value from the production sites with the production volume. This results in 1.97 MWh per vehicle produced. The BMW Group invests systematically in the energy efficiency of its global production network, enabling it to cut the energy consumption of machines to a minimum, such as those deployed to generate the required processing heat in its paint shops. Due to increased business activities, absolute consumption within the BMW Group increased to 6,380,652 MWh during the year under report (2022: 6,295,990 MWh). Due to the associated improvement in plant capacity utilisation, specific energy consumption in automobile production fell to 1.97 MWh per vehicle produced (2022: 2.13 MWh, -7.5%) for the year under report.
[Add row]

(7.45) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Row 1

(7.45.1) Intensity figure

0.0000053

(7.45.2) Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

824074

(7.45.3) Metric denominator

Select from:
☑ unit total revenue

(7.45.4) Metric denominator: Unit total

155498000000

(7.45.5) Scope 2 figure used

Select from:

☑ Market-based

(7.45.6) % change from previous year

3.8

(7.45.7) Direction of change

Select from:

☑ Decreased

(7.45.8) Reasons for change

Select all that apply

☑ Change in renewable energy consumption

☑ Other emissions reduction activities

☑ Change in revenue

(7.45.9) Please explain

Increased CO2 efficiency due to emission reduction activities and the overcome of unfavorable pandemic-related operating points in 2021&2022 as well as a positive course of business in the financial year 2023 caused the decrease in CO2 emissions / revenue by 3.8 % when compared to the 2022 figure of 0.000005507. The intensity figure is calculated by dividing emissions from production, other BMW Group locations not directly related to production (e.g. research centres, sales centres, office buildings) and company owned vehicles and planes by revenue.

Row 2

(7.45.1) Intensity figure

0.28

(7.45.2) Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

705398

(7.45.3) Metric denominator

Select from:

☑ vehicle produced

(7.45.4) Metric denominator: Unit total

2509682

(7.45.5) Scope 2 figure used

Select from:

☑ Market-based

(7.45.6) % change from previous year

12.5

(7.45.7) Direction of change

Select from:

☑ Decreased

(7.45.8) Reasons for change

Select all that apply

☑ Change in renewable energy consumption

☑ Other emissions reduction activities

(7.45.9) Please explain

The main reason for the drop in relative carbon emissions per vehicle produced was increased use of renewable energy and improved energy efficiency. The decrease in CO2 emissions / vehicles produced in the BMW Group production network without volumes of partner plants was 12.5 % when compared to the 2022 figure of 0.32. The intensity figure is calculated from Scope 1 and Scope 2 CO2 emissions from vehicle production, without company vehicles (applicable KPI for

BMW Group is fleet emissions) and planes divided by the total number of vehicles produced, incl. BMW Brilliance Automotive Ltd. joint venture (Shenyang, China), not including the vehicles from the Magna Steyr and Nedcar contract production plants.
[Add row]

(7.50) Provide primary intensity metrics that are appropriate to your indirect emissions in Scope 3 Category 11: Use of sold products from transport.

Row 1

(7.50.1) Activity

Select from:
☑ Light Duty Vehicles (LDV)

(7.50.2) Emissions intensity figure

0.000185

(7.50.3) Metric numerator (Scope 3 emissions: use of sold products) in Metric tons CO2e

94774779

(7.50.4) Metric denominator

Select from:
☑ p.km

(7.50.5) Metric denominator: Unit total

510823829085

(7.50.6) % change from previous year

-4.2

(7.50.7) Vehicle unit sales in reporting year

2554183

(7.50.8) Vehicle lifetime in years

15

(7.50.9) Annual distance in km or miles (unit specified by column 4)

13333

(7.50.10) Load factor

1

(7.50.11) Please explain the changes, and relevant standards/methodologies used

Changes: Since 2007, BMW Group's Efficient Dynamics (ED) is a comprehensive technologic approach for the consistent reduction of fuel consumption and emissions in the standard configuration of all cars of the BMW Group. It includes highly efficient cars with gradually refined combustion engines and BEVs / PHEVs. High demand for BMW and MINI brand all-electric vehicles gave rise to dynamic sales growth in this area in 2023. The BMW Group's sales growth in the reporting year was significantly influenced by the systematic electrification of its product range. This was borne out by continued strong growth in deliveries of all-electric vehicles. Market demand for all-electric vehicles from the BMW, MINI and Rolls-Royce brands resulted in deliveries rising to 375,716 units (2022: 215,752 units; 74.1%). Overall, the BMW Group delivered more than half a million electrified vehicles (BEV and PHEV) to customers for the first time with a total of 565,875 units (2022: 433,792 units; 30.4%). The share of all-electric vehicles in deliveries increased to 14.7% in 2023 (2022: 9.0%; 63.3%). The significant increase also had a positive effect on the development of fleet carbon emissions. Standards / Methodologies: The BMW Group's global fleet-wide carbon emissions averaged 185.4 g CO2/km (2022: 193.7 g CO2/km) in the year under report. These figures correspond to a decrease of 15.1% compared to the base year 2019 (2019: 218.5 g CO2/km). As in previous years, when calculating the emissions figure, the BMW Group takes into account average fleet-wide carbon emissions (including upstream emissions for fuel and electric charging) in the EU, the USA and China and standardises them in accordance with the WLTP. With a share of more than 80% of BMW Group deliveries, these three core markets and regions form a reliable basis for calculating global carbon fleet emissions. The figure also includes the upstream supply chain emissions generated by energy sources (fossil fuels and electricity) in accordance with the well-to-wheel approach. The emissions intensity figure of 185 g CO2/km (which equals to 0.000185 t CO2/km) is calculated by multiplying the average fleet emissions (g CO2/km) of the above mentioned markets with the corresponding sales volumes to get a sales volume weighted average emission figure.
[Add row]

(7.52) Provide any additional climate-related metrics relevant to your business.

Row 1

(7.52.1) Description

Select from:

☑ Waste

(7.52.2) Metric value

2.12

(7.52.3) Metric numerator

5326000

(7.52.4) Metric denominator (intensity metric only)

2509682

(7.52.5) % change from previous year

22.6

(7.52.6) Direction of change

Select from:

☑ Decreased

(7.52.7) Please explain

To minimise the total volume of waste generated, the BMW Group utilises coordinated recycling and processing concepts that are adapted to the specific waste streams at its various plants, regionally applicable statutory regulations and local waste management structures. In 2023, a total of 99.4% (2022: 99.3%) of the waste generated by production was either recycled or recovered. The amount of waste for disposal per vehicle produced in the automobile production fell significantly by 22.6% year on year to 2.12 kg (2022: 2.74 kg). The BMW Group intends to maintain its high rates of recycling and recovery as it gradually transitions to electric mobility.
[Add row]

(7.53) Did you have an emissions target that was active in the reporting year?

Select all that apply

☑ Intensity target

(7.53.2) Provide details of your emissions intensity targets and progress made against those targets.

Row 1

(7.53.2.1) Target reference number

Select from:

☑ Int 1

(7.53.2.2) Is this a science-based target?

Select from:

☑ Yes, and this target has been approved by the Science Based Targets initiative

(7.53.2.3) Science Based Targets initiative official validation letter

BMW Voluntary Update Decision Letter.docx.pdf

(7.53.2.4) Target ambition

Select from:

☑ 1.5°C aligned

(7.53.2.5) Date target was set

02/22/2022

(7.53.2.6) Target coverage

Select from:

☑ Organization-wide

(7.53.2.7) Greenhouse gases covered by target

Select all that apply

☑ Carbon dioxide (CO2)

(7.53.2.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 2

(7.53.2.9) Scope 2 accounting method

Select from:

☑ Market-based

(7.53.2.11) Intensity metric

Select from:

☑ Metric tons CO2e per vehicle produced

(7.53.2.12) End date of base year

12/30/2019

(7.53.2.13) Intensity figure in base year for Scope 1 (metric tons CO2e per unit of activity)

0.25

(7.53.2.14) Intensity figure in base year for Scope 2 (metric tons CO2e per unit of activity)

0.15

(7.53.2.33) Intensity figure in base year for all selected Scopes (metric tons CO2e per unit of activity)

0.4000000000

(7.53.2.34) % of total base year emissions in Scope 1 covered by this Scope 1 intensity figure

100

(7.53.2.35) % of total base year emissions in Scope 2 covered by this Scope 2 intensity figure

100

(7.53.2.54) % of total base year emissions in all selected Scopes covered by this intensity figure

100

(7.53.2.55) End date of target

12/30/2030

(7.53.2.56) Targeted reduction from base year (%)

80

(7.53.2.57) Intensity figure at end date of target for all selected Scopes (metric tons CO2e per unit of activity)

0.0800000000

(7.53.2.58) % change anticipated in absolute Scope 1+2 emissions

-80

(7.53.2.60) Intensity figure in reporting year for Scope 1 (metric tons CO2e per unit of activity)

0.24

(7.53.2.61) Intensity figure in reporting year for Scope 2 (metric tons CO2e per unit of activity)

0.04

(7.53.2.80) Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)

0.2800000000

(7.53.2.81) Land-related emissions covered by target

Select from:

☑ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.2.82) % of target achieved relative to base year

37.50

(7.53.2.83) Target status in reporting year

Select from:

☑ Underway

(7.53.2.85) Explain target coverage and identify any exclusions

The BMW Group is firmly convinced that the fight against climate change and the responsible use of resources will determine the future of our society – and thus also that of the BMW Group. In July 2020, we adopted our integrated sustainability strategy, with concrete science-based targets for the first stage up to 2030. Those targets are an inherent aspect of strategic management and include the upstream supply chain, the Group's own manufacturing operations as well as the customers' use phase. The BMW Group has a direct influence on the carbon emissions generated at its own plants and locations and has therefore been a leader in terms of resource efficiency in this field for many years. Despite having already reduced the level of carbon emissions per vehicle produced by more than 70 % since 2006, the BMW Group intends to additionally reduce carbon emissions per vehicle produced, which are generated directly by its own combustion processes (Scope 1) and indirectly by external energy sources (Scope 2), by a further 80 % by 2030 (base year 2019). Accordingly, by 2030 carbon emissions are expected to have dropped by over 90 % compared with 2006 levels on a per vehicle basis. The target boundary includes biogenic emissions and removals from bioenergy feedstocks. From 2021, carbon emissions in accordance with Scope 1 and 2 include not only production-specific emissions, but also those generated at locations not directly related to production.

(7.53.2.86) Target objective

Reducing carbon emissions across the entire value chain: The BMW Group aims to achieve net zero carbon emissions across the entire value chain by no later than 2050. This objective is based on decarbonisation targets up to 2030 that were validated in 2021 by the SBTi and are in line with the climate targets set out in the Paris Agreement to limit global warming. One of the targets we have set ourselves to be achieved by 2030 (base year 2019 for each scope): Decarbonisation by an average of 80% per vehicle produced at our own plants and sites (Scope 1 and 2). These targets can be achieved, for example, by reducing our energy requirements and simultaneously increasing the use of renewable energy.

(7.53.2.87) Plan for achieving target, and progress made to the end of the reporting year

PLAN TO ACHIEVE THE TARGET: Compared with the base year 2019, the BMW Group intends to reduce the average amount of carbon emissions per vehicle produced by a further 80 % by 2030. Production accounts for biggest share of the Scope 1 and Scope 2 emissions generated by the BMW Group and this is where the greatest opportunities to further reduce these emissions lie. As in the past, we are focusing on additional energy efficiency measures, the increasing generation of our own electricity from renewable sources, the purchasing of green electricity, and the use of certificates of origin. The remaining emissions are largely due to the use of natural gas. Here we face the challenge of replacing natural gas with non-fossil energy sources such as biogas, hydrogen or renewable electricity. The BMW Group has processes in place throughout the organisation to plan and implement energy management measures with the aim of continuously optimising its use. Clear roles are assigned with corresponding responsibilities, targets and reporting obligations. PROGRESS MADE TO THE END OF REPORTING YEAR: The BMW Group invests systematically in the energy efficiency of its global production network, enabling it to cut the energy consumption of machines to a minimum, such as those deployed to generate the required processing heat in its paint shops. After the persistent restrictions put in place due to the coronavirus pandemic and the impact of the war in Ukraine, production volumes increased again significantly in 2023. At 6,380,652 MWh, the total amount of energy consumed by the BMW Group during the period under report was higher than the previous year due to production volume factors (2022: 6,295,990 MWh; 1.3%). Due to the associated improvement in plant capacity utilisation, specific energy consumption in automobile production fell to 1.97 MWh per vehicle produced (2022: 2.13 MWh; -7.5%) for the year under report. Worldwide, all BMW Group production sites and the vast majority of its other locations procure their electricity from renewable self-generation plants, direct supply contracts for green electricity, and electricity of certified origin. Moreover, we are increasing the amount of renewable energy generated at our own sites. ANTICIPATED PROGRESS CURVE: The rate of progress towards the target is anticipated and observed to change from year to year.

(7.53.2.88) Target derived using a sectoral decarbonization approach

Select from:

☑ No

Row 3

(7.53.2.1) Target reference number

Select from:

☑ Int 2

(7.53.2.2) Is this a science-based target?

Select from:

☑ Yes, and this target has been approved by the Science Based Targets initiative

(7.53.2.3) Science Based Targets initiative official validation letter

BMW Voluntary Update Decision Letter.docx.pdf

(7.53.2.4) Target ambition

Select from:

☑ Well-below 2°C aligned

(7.53.2.5) Date target was set

02/22/2022

(7.53.2.6) Target coverage

Select from:

☑ Organization-wide

(7.53.2.7) Greenhouse gases covered by target

Select all that apply

☑ Carbon dioxide (CO2)

(7.53.2.8) Scopes

Select all that apply

☑ Scope 3

(7.53.2.10) Scope 3 categories

Select all that apply

☑ Category 11: Use of sold products

(7.53.2.11) Intensity metric

Select from:

☑ Grams CO2e per kilometer

(7.53.2.12) End date of base year

12/30/2019

(7.53.2.25) Intensity figure in base year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)

0.0002185

(7.53.2.32) Intensity figure in base year for total Scope 3 (metric tons CO2e per unit of activity)

0.0002185000

(7.53.2.33) Intensity figure in base year for all selected Scopes (metric tons CO2e per unit of activity)

0.0002185000

(7.53.2.46) % of total base year emissions in Scope 3, Category 11: Use of sold products covered by this Scope 3, Category 11: Use of sold products intensity figure

100.0

(7.53.2.53) % of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this total Scope 3 intensity figure

100.0

(7.53.2.54) % of total base year emissions in all selected Scopes covered by this intensity figure

100.0

(7.53.2.55) End date of target

12/30/2030

(7.53.2.56) Targeted reduction from base year (%)

50

(7.53.2.57) Intensity figure at end date of target for all selected Scopes (metric tons CO2e per unit of activity)

0.0001092500

(7.53.2.59) % change anticipated in absolute Scope 3 emissions

-50

(7.53.2.72) Intensity figure in reporting year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)

0.0001854

(7.53.2.79) Intensity figure in reporting year for total Scope 3 (metric tons CO2e per unit of activity)

0.0001854000

(7.53.2.80) Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)

0.0001854000

(7.53.2.81) Land-related emissions covered by target

Select from:

☑ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.2.82) % of target achieved relative to base year

30.30

(7.53.2.83) Target status in reporting year

Select from:

☑ Underway

(7.53.2.85) Explain target coverage and identify any exclusions

The BMW Group is firmly convinced that the fight against climate change and the responsible use of resources will determine the future of our society – and thus also that of the BMW Group. In July 2020, we adopted our integrated sustainability strategy, with concrete science-based targets for the first stage up to 2030. Those targets are an inherent aspect of strategic management and include the upstream supply chain, the Group's own manufacturing operations as well as THE CUSTOMERS' USE PHASE. Measurable, science-based targets that initially extend to 2030 form the basis for our decarbonisation strategy. The use of science-based targets makes the measurability of our targets transparent and at the same time ensures that they are in line with the latest scientific findings. We have set ourselves the decarbonisation target of carbon reduction during the use phase (Scope 3 downstream) by an average of at least 50 % per kilometer driven to be achieved by 2030 (base year 2019). Thus, we again significantly raised the original target of more than 40 % that we had set ourselves. The main reason for this is the dynamic growth in demand for our electrified vehicles.

(7.53.2.86) Target objective

Reducing carbon emissions across the entire value chain: The BMW Group aims to achieve net zero carbon emissions across the entire value chain by no later than 2050. This objective is based on decarbonisation targets up to 2030 that are in line with the climate targets set out in the Paris Agreement to limit global warming. One of the targets we have set ourselves to be achieved by 2030 (base year 2019 for each scope): Decarbonisation in the use phase of the vehicle (Scope 3 downstream) by an average of more than 50% per kilometre driven. To accomplish this target, we are driving the electrification of the entire product portfolio forward and using new, efficiency-enhancing technologies.

(7.53.2.87) Plan for achieving target, and progress made to the end of the reporting year

PLAN TO ACHIEVE THE TARGET: Electric mobility is one of the key topics shaping the future of the BMW Group in terms of sustainable mobility. The increasing number of electrified models and continuously growing sales volume figures place the BMW Group firmly among the leading providers of premium electric mobility worldwide. We see electrification from a holistic point of view and consider it essential to promote electric mobility by putting in place the necessary charging infrastructure as well as customer-friendly charging solutions. Accordingly, we are continuously expanding our range of products and providing a comprehensive range of charging products and services. PROGRESS MADE TO THE END OF REPORTING YEAR: Our electrified vehicles are making an essential contribution to driving down fleet emissions and thus to meeting our ambitious strategic decarbonisation targets right across the value chain. For this reason, we are systematically continuing to electrify our model range as a vital ingredient of our product strategy.. In our view, the NEUE KLASSE has the potential to additionally accelerate the market penetration of electric mobility. The BMW Group is currently planning for all-electric vehicles to account for more than 50% of all vehicles by 2030. By offering parallel technologies, we are creating a smooth transition to the future of electric mobility, while simultaneously making the best possible use of our existing resources. With our constantly expanding range of all-electric, battery-powered vehicles (BEV) and plug-in hybrid models (PHEV), we are serving a rapidly growing

demand. In 2023, market demand for all-electric vehicles from the BMW, MINI and Rolls-Royce brands resulted in deliveries rising to 375,716 units (2022: 215,752 units; 74.1%). Overall, the BMW Group delivered more than half a million electrified vehicles (BEV and PHEV) to customers for the first time with a total of 565,875 units (2022: 433,792 units; 30.4%). The share of all-electric vehicles in deliveries increased to 14.7% in 2023 (2022: 9.0%; 63.3%). ANTICIPATED PROGRESS CURVE: The rate of progress towards the target is anticipated and observed to change from year to year.

(7.53.2.88) Target derived using a sectoral decarbonization approach

Select from:

☑ No

[Add row]

(7.54) Did you have any other climate-related targets that were active in the reporting year?

Select all that apply

☑ Targets to increase or maintain low-carbon energy consumption or production

☑ Net-zero targets

☑ Other climate-related targets

(7.54.1) Provide details of your targets to increase or maintain low-carbon energy consumption or production.

Row 1

(7.54.1.1) Target reference number

Select from:

☑ Low 1

(7.54.1.2) Date target was set

12/30/2015

(7.54.1.3) Target coverage

Select from:

☑ Organization-wide

(7.54.1.4) Target type: energy carrier

Select from:
☑ Electricity

(7.54.1.5) Target type: activity

Select from:
☑ Consumption

(7.54.1.6) Target type: energy source

Select from:
☑ Renewable energy source(s) only

(7.54.1.7) End date of base year

12/30/2015

(7.54.1.8) Consumption or production of selected energy carrier in base year (MWh)

2485881

(7.54.1.9) % share of low-carbon or renewable energy in base year

42

(7.54.1.10) End date of target

12/30/2050

(7.54.1.11) % share of low-carbon or renewable energy at end date of target

100

(7.54.1.12) % share of low-carbon or renewable energy in reporting year

98

(7.54.1.13) % of target achieved relative to base year

96.55

(7.54.1.14) Target status in reporting year

Select from:

☑ Underway

(7.54.1.16) Is this target part of an emissions target?

This target contributes to our emissions target Int1. Compared with the base year 2019, the BMW Group intends to reduce the average amount of carbon emissions per vehicle produced by a further 80 % by 2030. Production accounts for biggest share of the Scope 1 and Scope 2 emissions generated by the BMW Group and this is where the greatest opportunities to further reduce these emissions lie. As in the past, we are focusing on additional energy efficiency measures, the increasing generation of our own electricity from renewable sources, the PURCHASING OF GREEN ELECTRICITY from supply contracts, and the use of certificates of origin.

(7.54.1.17) Is this target part of an overarching initiative?

Select all that apply

☑ RE100

(7.54.1.19) Explain target coverage and identify any exclusions

The coverage of this target is organization-wide without exclusions.

(7.54.1.20) Target objective

All BMW Group production sites worldwide and the majority of other BMW Group locations use green electricity, which is either generated in-house, procured directly or using Energy Attribute Certificates (e.g. guarantees of origin). At present, the BMW Group is unable to entirely cover its energy needs by generating its own renewable energy and therefore purchases from renewable sources, for example via power purchase agreements (PPAs). The directly sourced green electricity from defined generation plants is used, for example, to produce the BMW iX and BMW i4 models.

(7.54.1.21) Plan for achieving target, and progress made to the end of the reporting year

PLAN TO ACHIEVE THE TARGET: The BMW Group is committed to the use of renewable energy at all its locations. Worldwide, all BMW Group production sites and the vast majority of its other locations procure their electricity from renewable self-generation plants, direct supply contracts for green electricity, and electricity of certified origin. PROGRESS MADE TO THE END OF REPORTING YEAR: At present, the BMW Group is unable to entirely cover its energy needs by generating its own renewable energy and therefore purchases from renewable sources, for example via power purchase agreements (PPAs). The directly sourced green electricity from defined generation plants is used, for example, to produce the BMW iX and BMW i4 models.
[Add row]

(7.54.2) Provide details of any other climate-related targets, including methane reduction targets.

Row 1

(7.54.2.1) Target reference number

Select from:
☑ Oth 1

(7.54.2.2) Date target was set

12/30/2021

(7.54.2.3) Target coverage

Select from:
☑ Organization-wide

(7.54.2.4) Target type: absolute or intensity

Select from:
☑ Absolute

(7.54.2.5) Target type: category & Metric (target numerator if reporting an intensity target)

Low-carbon vehicles

☑ Percentage of low-carbon vehicles sold

(7.54.2.7) End date of base year

12/30/2020

(7.54.2.8) Figure or percentage in base year

1.9

(7.54.2.9) End date of target

12/30/2030

(7.54.2.10) Figure or percentage at end of date of target

50

(7.54.2.11) Figure or percentage in reporting year

14.7

(7.54.2.12) % of target achieved relative to base year

26.6112266112

(7.54.2.13) Target status in reporting year

Select from:

☑ Revised

(7.54.2.14) Explain the reasons for the revision, replacement, or retirement of the target

At the end of the reporting period, a total of 20 all-electric models in ten different series were available to order from the BMW Group. With our growing range of all-electric models, we are serving a rapidly increasing level of demand. Deliveries of all-electric cars increased significantly again year on year to 375,716 units (2022: 215,752 units/74.1%). The share of all-electric vehicles to total deliveries was 14.7%, also significantly higher than in the previous year (2022: 9.0%/63.3%). Since the 2023 financial year, this key figure has replaced the proportion of electrified vehicles, including PHEV vehicles, which was reported as a key performance indicator up to 2022.

(7.54.2.15) Is this target part of an emissions target?

Yes, this target is part of our emissions intensity target for Scope 3 downstream. [Int2]

(7.54.2.16) Is this target part of an overarching initiative?

Select all that apply

☑ Other, please specify :supporting Science Based Targets initiative

(7.54.2.18) Please explain target coverage and identify any exclusions

The coverage of this target is organization-wide without exclusions. The BMW Group expects its attractive product range to drive another significant increase in the number of all-electric vehicles delivered in 2024. With intelligent vehicle architectures and flexible production facilities, the company is well-prepared for the continued expansion of electromobility. Society's acceptance of electromobility will depend on trends in customer demand, regional regulations and the development of a suitable framework, with a particular focus on infrastructure expansion. The BMW Group is currently planning for all-electric vehicles to account for more than 50% of all vehicles by 2030.

(7.54.2.19) Target objective

By the end of 2023, all-electric vehicles made up around 15% of our total sales. This is also reflected in our share of the global BEV market: at 4.1%, it is already significantly higher than our share of the total global market, which remains stable at 3.3%. The BMW Group is actively working on numerous projects and initiatives to improve the framework conditions for electromobility, including the expansion of charging infrastructure on a broad basis. The ambitious goals of the Paris Climate Agreement are designed to tackle climate change in the transport sector, requiring a combination of modern drive technologies that are closely aligned with customer needs and different mobility requirements around the world. In addition to all-electric models, plug-in hybrids and modern combustion engine technology also make an important contribution to the reduction of global carbon emissions. The BMW Group is currently planning for all-electric vehicles to account for more than 50% of all vehicles by 2030.

(7.54.2.20) Plan for achieving target, and progress made to the end of the reporting year

The BMW Group sees the electrification of its model range as a key component of its product strategy to reduce fleet emissions and thus achieve its ambitious strategic decarbonisation targets. We already provide our customers with an extensive range of all-electric, battery-powered vehicles (BEV). In 2023, another high-

volume model, the all-electric BMW i5 business sedan, went on sale. MINI presented the new all-electric MINI Cooper SE to the public during the year under report. The Rolls-Royce brand launched its first all-electric model, the Rolls-Royce Spectre, in 2023. The BMW Group therefore has at least one all-electric model in its range for all three premium brands and in all segments. At the end of the reporting period, a total of 20 all-electric models in ten different series were available to order from the BMW Group. With our growing range of all-electric models, we are serving a rapidly increasing level of demand. Deliveries of all-electric cars increased significantly again year on year to 375,716 units (2022: 215,752 units/74.1%). The share of all-electric vehicles to total deliveries was 14.7%, also significantly higher than in the previous year (2022: 9.0%/63.3%). Since the 2023 financial year, this key figure has replaced the proportion of electrified vehicles, including PHEV vehicles, which was reported as a key performance indicator up to 2022. As of 2025, the Group will take its core BMW brand into a new, consistently all-electric era with the NEUE KLASSE. The strategy will help to achieve a share of more than 50% of the BMW Group's global sales with all-electric vehicles – depending on certain framework conditions such as the development of a comprehensive charging infrastructure by 2030.
[Add row]

(7.54.3) Provide details of your net-zero target(s).

Row 1

(7.54.3.1) Target reference number

Select from:
☑ NZ1

(7.54.3.2) Date target was set

07/11/2021

(7.54.3.3) Target Coverage

Select from:
☑ Organization-wide

(7.54.3.4) Targets linked to this net zero target

Select all that apply
☑ Int1
☑ Int2

(7.54.3.5) End date of target for achieving net zero

12/30/2050

(7.54.3.6) Is this a science-based target?

Select from:

☑ Yes, we consider this a science-based target, but we have not committed to seek validation of this target by the Science Based Targets initiative within the next two years

(7.54.3.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 2

☑ Scope 3

(7.54.3.9) Greenhouse gases covered by target

Select all that apply

☑ Methane (CH4)

☑ Nitrous oxide (N2O)

☑ Carbon dioxide (CO2)

☑ Perfluorocarbons (PFCs)

☑ Hydrofluorocarbons (HFCs)

☑ Sulphur hexafluoride (SF6)

☑ Nitrogen trifluoride (NF3)

(7.54.3.10) Explain target coverage and identify any exclusions

In view of the long-term nature of its targets and the fact that, from today's perspective, the technological and economic route remains uncertain, the BMW Group is constantly updating and reviewing its goals. Nevertheless, the BMW Group has given a commitment to achieve net zero across the entire value chain by no later than 2050. The BMW Group expects environmental and social standards to be upheld by all participants in the supply chain, including those delivering critical raw materials. The BMW Group aims to ensure the most sustainable supply chain in the industry. We will achieve a net-zero business model spanning the entire value chain by 2050. We intend to close the material cycle further – for instance, by increasing the percentage of secondary material in our vehicles. This lowers CO2 emissions significantly compared to using primary material. We are gearing our entire production network towards e-mobility and the NEUE KLASSE. The NEUE KLASSE is so much more than just a single car; it is an entirely new generation of BMW models – all of them developed with an all-electric heart, fully digitalised and

with a clear focus on sustainability. The innovations of the NEUE KLASSE will benefit all future BMW models. We are preparing to launch the NEUE KLASSE onto the market at an unprecedented pace from 2025 onwards, with six models within just 24 months of the start of production. We showed the scope of the NEUE KLASSE in a very concrete way for the first time at the BMW Group Annual Conference on 21 March 2024. Its offering ranges from sporty sedan to X model. After the official start of production, in 2025, at our newest BMW plant in Debrecen, Hungary, the NEUE KLASSE will also come off the production line at our oldest plant in Munich from 2026, with other locations worldwide to follow. We firmly believe that the mobility of the future also needs at least one more leg to stand on, in addition to battery-electric drivetrains. We see hydrogen-electric vehicles as a meaningful complement to e-mobility – albeit with something of a time lag.

(7.54.3.11) Target objective

As governments around the world work to transpose the goals of the Paris Climate Agreement's carbon reduction targets into national laws, an ambitious orientation towards climate policy will serve as an important basis for successful action for businesses. It is equally vital to prepare for the consequences of current and anticipated changes brought about by climate change, which create a tangible urgency to take action. The role of hydrogen as an energy source is set to undergo a fundamental shift, propelled by the global imperative for decarbonisation. The BMW Group aims to achieve net zero carbon emissions across the entire value chain by no later than 2050. This objective is based on decarbonisation targets up to 2030 that are in line with the climate targets set out in the Paris Agreement to limit global warming.

(7.54.3.12) Do you intend to neutralize any residual emissions with permanent carbon removals at the end of the target?

Select from:

☑ Yes

(7.54.3.13) Do you plan to mitigate emissions beyond your value chain?

Select from:

☑ Yes, and we have already acted on this in the reporting year

(7.54.3.14) Do you intend to purchase and cancel carbon credits for neutralization and/or beyond value chain mitigation?

Select all that apply

☑ Yes, we are currently purchasing and cancelling carbon credits for beyond value chain mitigation

(7.54.3.15) Planned milestones and/or near-term investments for neutralization at the end of the target

The carbon emissions generated within its own production network are already below the 1.5C path calculated for the BMW Group. In order to reduce emissions, we remain committed to a combined approach of implementing additional energy efficiency measures, increasing the volume of in-house electricity generated from renewable sources, buying in green electricity from direct supply contracts and using certificates of origin. The remaining emissions are largely attributable to the use of natural gas. In this respect, the BMW Group faces the challenge of replacing natural gas with non-fossil energy sources such as biogas, green hydrogen or green

electricity. However, the physical availability of alternative energy sources, the retrofitting of the technical systems and political framework conditions largely define the speed of the transition. The BMW Group is committed to achieve a technically feasible, substantial reduction in Scope 1 and Scope 2 emissions in order to continue meeting this target for each financial year. Furthermore, the BMW Group also supports projects dedicated to decarbonisation outside its own value chain. We voluntarily back these initiatives without them counting towards the the BMW Group's CO2 reduction targets. In collaboration with experienced partners such as atmosfair and First Climate, we support climate protection projects that meet strict criteria. As part of the certification process, projects are required to demonstrate, for example, the permanence of the decarbonisation impact they achieve. We also ensure that the projects additionally generate a social benefit.

(7.54.3.16) Describe the actions to mitigate emissions beyond your value chain

In collaboration with partners such as atmosfair and First Climate, we support climate protection projects operating in the voluntary market for the full extent of our Scope 1 and Scope 2 carbon footprint and our Scope 3 category "business travel" emissions. These projects are certified by independent institutions in line with international standards and have to meet a set of strict criteria such as additionality, permanence and other factors. It is also important to us that the projects in the global South generate social benefits in line with applicable sustainable development goals (SDGs). These include, for example, initiatives that enable people to earn an income or programmes that prevent illness.

(7.54.3.17) Target status in reporting year

Select from:

☑ Underway

(7.54.3.19) Process for reviewing target

The assessment of CO2 emissions resulting from long-term corporate planning was integrated into all relevant planning processes in 2023. This ensures that the necessary measures are continuously taken to achieve this goal. However, due to the long-term nature, uncertainties remain, such as the decarbonization of supply chains and the global development of electric mobility.
[Add row]

(7.55) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.

Select from:

☑ Yes

(7.55.1) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation	*210*	*`Numeric input*
To be implemented	*22*	*6249*
Implementation commenced	*5*	*957*
Implemented	*125*	*21322*
Not to be implemented	*57*	*`Numeric input*

[Fixed row]

(7.55.2) Provide details on the initiatives implemented in the reporting year in the table below.

Row 1

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in production processes

☑ Cooling technology

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

319

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 2 (location-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

113886

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

510000

(7.55.2.7) Payback period

Select from:

☑ 1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 6-10 years

(7.55.2.9) Comment

In Germany, an optimization of cooling processes for test benches was performed (plant and equipment, temperature difference, runtimes). This reduces the Scope 2 emissions by about 319 t CO2e per year. We calculate Scope 2 emission reductions throughout 7.55.2 using the "location-based" method in accordance with GHG Protocol Scope 2 Guidance: Overall third-party electricity and heat purchased is calculated using emission factors from the Association of the German Automotive Industry (VDA). Due to our 98% of electricity from renewable sources (100 % in our production network) this is more appropriate to make CO2 reductions from energy efficiency measures visible.

Row 2

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in production processes

☑ Cooling technology

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

1128

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 2 (location-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

128906

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

142461

(7.55.2.7) Payback period

Select from:

☑ 1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 6-10 years

(7.55.2.9) Comment

At the BMW Group production site in San Luis Potosi, we have installed additional temperature / differential pressure sensors and modified main controller programming. Chillers and theirs pumps can operate according to temperature demands and production schedules, achieving energy efficiency, life cycle extension and electricity cost reductions. This reduces the Scope 2 emissions by about 1,128 t CO2e per year. We calculate Scope 2 emission reductions throughout 7.55.2 using the "location-based" method in accordance with GHG Protocol Scope 2 Guidance: Overall third-party electricity and heat purchased is calculated using emission factors from the Association of the German Automotive Industry (VDA). Due to our overall 98% of electricity from renewable sources (100 % in our production network) this is more appropriate to make CO2 reductions from energy efficiency measures visible.

Row 3

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in production processes

☑ Cooling technology

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

597

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 2 (location-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

57375

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

746312

(7.55.2.7) Payback period

Select from:

☑ 11-15 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 11-15 years

(7.55.2.9) Comment

At the BMW Group production site in Spartanburg, we have installed energy-efficient absorption chiller. This reduces the Scope 2 emissions by about 597 t CO2e per year. We calculate Scope 2 emission reductions throughout 7.55.2 using the "location-based" method in accordance with GHG Protocol Scope 2 Guidance: Overall third-party electricity and heat purchased is calculated using emission factors from the Association of the German Automotive Industry (VDA). Due to our 98% of electricity from renewable sources (100 % in our production network) this is more appropriate to make CO2 reductions from energy efficiency measures visible.

Row 4

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings

☑ Lighting

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

1277

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 2 (location-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

145959

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

89858

(7.55.2.7) Payback period

Select from:

☑ <1 year

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 16-20 years

(7.55.2.9) Comment

At the BMW Group production site in San Luis Potosi, we have installed presence detectors in all plant zones (offices, substations, electrical rooms, break rooms, stairs, mezzanine etc.). Formerly all the lights need to be switched off manually or were switched on 24/7. This reduces Scope 2 emissions by about 1,277 t CO2e per year. We calculate Scope 2 emission reductions throughout 7.55.2 using the "location-based" method in accordance with GHG Protocol Scope 2 Guidance: Overall third-party electricity and heat purchased is calculated using emission factors from the Association of the German Automotive Industry (VDA). Due to our overall 98% of electricity from renewable sources (100 % in our production network) this is more appropriate to make CO2 reductions from energy efficiency measures visible.

Row 5

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in production processes

☑ Waste heat recovery

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

357

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

153621

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

275000

(7.55.2.7) Payback period

Select from:

☑ 1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 6-10 years

(7.55.2.9) Comment

At the BMW Group site in Eisenach, we have installed heat recovery systems for air compression. This reduces the Scope 1 emissions by about 357 t CO2e per year.

Row 6

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in production processes

☑ Waste heat recovery

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

386

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

251808

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

415870

(7.55.2.7) Payback period

Select from:

☑ 1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 6-10 years

(7.55.2.9) Comment

At the BMW Group site in Steyr, we have optimized heat recovery. An intense cleaning of heat recovery wheels in air handling systems means high energy saving potentials. This reduces the Scope 1 emissions by about 386 t CO2e per year.

Row 7

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings

☑ Heating, Ventilation and Air Conditioning (HVAC)

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

989

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

176701

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

240000

(7.55.2.7) Payback period

Select from:

☑ 1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 6-10 years

(7.55.2.9) Comment

At the BMW Group production site in San Luis Potosi, we have optimized recirculation of air by placing some dampers to prevent the equipment from taking cold air from the outside, avoiding the use of heating. This reduces the Scope 1 emissions by about 989 t CO2e per year.

Row 8

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in production processes

☑ Process optimization

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

543

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

179567

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

1

(7.55.2.7) Payback period

Select from:

☑ <1 year

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 1-2 years

(7.55.2.9) Comment

At the BMW Group production site in Oxford, we have automated the car feeding line and linked it to oven controls, which improved energy recovery. This reduces the Scope 1 emissions by about 543 t CO2e per year.

Row 9

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in production processes

☑ Machine/equipment replacement

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

170

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 2 (location-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

54560

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

1385000

(7.55.2.7) Payback period

Select from:

☑ >25 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 11-15 years

(7.55.2.9) Comment

At the BMW Group production site in Leipzig, we have changed re-cooling units against more efficient units / chillers. This reduces the Scope 2 emissions by about 170 t CO2e per year. We calculate Scope 2 emission reductions throughout 7.55.2 using the "location-based" method in accordance with GHG Protocol Scope 2 Guidance: Overall third-party electricity and heat purchased is calculated using emission factors from the Association of the German Automotive Industry (VDA). Due to our 98% of electricity from renewable sources (100 % in our production network) this is more appropriate to make CO2 reductions from energy efficiency measures visible.

Row 10

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in production processes

☑ Process optimization

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

118

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 1

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

52645

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

50000

(7.55.2.7) Payback period

Select from:

☑ <1 year

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 3-5 years

(7.55.2.9) Comment

At the BMW Group site in Regensburg, we have adapted ventilation to a needs-based operation of the process ventilation systems. These adjustments lead to lower natural gas consumption. This reduces the Scope 1 emissions by about 118 t CO2e per year.

Row 11

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in production processes

☑ Smart control system

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

30

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 2 (location-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

11704

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

33953

(7.55.2.7) Payback period

Select from:

☑ 1-3 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 16-20 years

(7.55.2.9) Comment

At the BMW Group site in Steyr, we have installed an automated, temperature-dependent door control system. In summer, the temperature in the factory hall has a significant impact on the energy requirements of the ventilation systems on penthouse level By installing an intelligent, temperature-dependent door control system, the energy requirement of the ventilation systems can be significantly reduced, as the doors can be opened/closed as required and the output of the ventilation systems can therefore be reduced. This reduces the Scope 2 emissions by about 30 t CO2e per year. We calculate Scope 2 emission reductions throughout 7.55.2 using the "location-based" method in accordance with GHG Protocol Scope 2 Guidance: Overall third-party electricity and heat purchased is calculated using emission factors from the Association of the German Automotive Industry (VDA). Due to our 98% of electricity from renewable sources (100 % in our production network) this is more appropriate to make CO2 reductions from energy efficiency measures visible.

Row 12

(7.55.2.1) Initiative category & Initiative type

Energy efficiency in production processes

☑ Other, please specify **:**Energy efficiency measures

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

15408

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 2 (location-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in C0.4)

4286784

(7.55.2.6) Investment required (unit currency – as specified in C0.4)

26768413

(7.55.2.7) Payback period

Select from:

☑ 4-10 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 16-20 years

(7.55.2.9) Comment

In 2023, further 114 measures lead to a reduction of additional 15,407 t CO2e per year. Due to this large number we concentrated above on 11 exemplary measures with high efficiency improvements. Instead of adding further 114 entries which would be similar to the above ones, with decreasing contributions to CO2 reduction, we add here only one additional entry. This entry collects all the additional measures from our worldwide continuous improvement process and investments in specific efficiency measures for existing technologies. We calculate Scope 2 emission reductions throughout 7.55.2 using the "location-based" method in accordance with GHG Protocol Scope 2 Guidance: Overall third-party electricity and heat purchased is calculated using emission factors from the Association of the German Automotive Industry (VDA). Due to our 98% of electricity from renewable sources (100 % in our production network) this is more appropriate to make CO2 reductions from energy efficiency measures visible.
[Add row]

(7.55.3) What methods do you use to drive investment in emissions reduction activities?

Row 1

(7.55.3.1) Method

Select from:
☑ Internal price on carbon

(7.55.3.2) Comment

From a long-term perspective, internal prices on carbon have a significant degree of influence on defining technology roadmaps, research & development priorities as well as identification of business opportunities. Climate change and rising energy prices demand efficient energy usage as well as the increased use of alternative energy sources. Our target is to be leading in the usage of renewable energies. Furthermore, achievements will not only improve the company's environmental impact assessment but, due to increasing energy prices, also the company's profitability. This drives investment to reduce carbon emissions and thereby avoids rising costs for energy and expected costs for CO2-emissions due to "cap and trade", carbon taxes, etc. For further details on our internal prices on carbon please see question 5.10.1.

Row 2

(7.55.3.1) Method

Select from:
☑ Compliance with regulatory requirements/standards

(7.55.3.2) Comment

Compliance with regulatory requirements and standards is one of the basic prerequisites for the success of the BMW Group. Current law provides the binding framework for our wide range of activities around the world. Markets such as the US, Japan, Korea, China and Europe are introducing increasingly strict carbon emissions performance requirements for vehicles. The increasing number of regulations and standards drives investment in emissions reduction activities and thereby fosters innovation.

Row 3

(7.55.3.1) Method

Select from:

☑ Internal finance mechanisms

(7.55.3.2) Comment

As governments around the world work to transpose the goals of the Paris Climate Agreement's carbon reduction targets into national laws, an ambitious orientation towards climate policy will serve as an important basis for successful action for businesses. It is equally vital to prepare for the consequences of current and anticipated changes brought about by climate change, which create a tangible urgency to take action. An integrated approach to target management ensures that the BMW Group's vehicle projects make a positive contribution towards achieving the sustainability targets that have been set. The Automotive segment manages its compliance with fleet carbon emissions requirements in regulated markets. This also includes the share of all-electric automobiles in deliveries reported since the 2023 financial year. The integration of environmental aspects in the early stages of major investment decisions increases the profitability of these projects. Considering the costs of carbon emissions in the planning phase of investment decisions increases the incentive to implement emissions reduction activities. Costs of carbon emissions are included in profitability calculations and are reflected in the return on investment. Specific decarbonisation targets are derived from the overarching objectives for each vehicle project, with the aim of achieving substantial improvements from one vehicle generation to the next. The responsibility for achieving these goals lies with specialist units in the management areas of Development, Purchasing, Supplier Network, Production and Logistics. Internal control and reporting systems take into account the various stages in the value chain, comprising the supply chain, development, production and the use phase. Among other factors, our decarbonisation measures are based on emissions specifications at material and component level. Target management and the monitoring of target achievement are performed at vehicle level and subsequently aggregated for reporting at Group level.

Row 4

(7.55.3.1) Method

Select from:

☑ Employee engagement

(7.55.3.2) Comment

With the aim of establishing sustainability even more thoroughly in all areas of the company, a number of sustainability and environmental protection training courses have been established. Examples: sustainability topics and the relevance of resource efficiency is addressed at the introductory event for new employees as well as in courses of our trainees. In the last years, the range of training courses on offer for our employees were expanded for key strategic areas, such as e-mobility. Another example are the annual environmental protection and health and safety courses. Ideas developed are implemented within our employee's idea management system which was established a long time ago. In addition to the permanently active online supported suggestion scheme, campaigns have been running to specific subjects as for example energy saving measures. The employees of the BMW Group are one of the most important stakeholder groups for the Company, and are actively involved in shaping the future direction of the Company. Employees have a central opportunity to participate through idea management, which allows employees to contribute ideas outside of their area of responsibility. If the proposals have a positive impact on the BMW Group in terms of efficiency or sustainability, they will be honoured accordingly. In 2023, numerous employees submitted a total of 5,470 ideas (2022: 5,028). At the same time, a total of 1,267 ideas (2022: 1,188) were implemented, resulting in first-year benefits totalling 52.0 million (2022: 20.5 million). More than a fifth of these had their primary impact in the area of sustainability.

Row 5

(7.55.3.1) Method

Select from:

☑ Internal incentives/recognition programs

(7.55.3.2) Comment

The strategic approach in our BMW Group strategy is to leverage innovative technologies, digitalization and sustainability to deliver unique customer experiences. It is part of the BMW Group culture and anchored in our processes to mitigate climate risks and explore opportunities arising from the global efforts of combating climate change. Corporate sustainability measured in balanced scorecard terms (at Group level) is included as a formal corporate objective since 2009. Detailed targets are then derived for each of the divisions within the Group in the area of climate change. Those targets are for example drastically reducing the carbon footprint compared to 2019 per vehicle by 2030 - in production by 80 percent, during the use phase by more than 50 percent and in the supply chain by at least 20 percent. Management bonus payments (all management positions) are directly linked to the fulfilment of corporate and divisional targets. The proportion of variable remuneration to total remuneration increases commensurate to the position within the corporate hierarchy.
[Add row]

(7.73) Are you providing product level data for your organization's goods or services?

Select from:

☑ No, I am not providing data

(7.74) Do you classify any of your existing goods and/or services as low-carbon products?

Select from:

☑ Yes

(7.74.1) Provide details of your products and/or services that you classify as low-carbon products.

Row 1

(7.74.1.1) Level of aggregation

Select from:

☑ Group of products or services

(7.74.1.2) Taxonomy used to classify product(s) or service(s) as low-carbon

Select from:

☑ The EU Taxonomy for environmentally sustainable economic activities

(7.74.1.3) Type of product(s) or service(s)

Road

☑ Lithium-ion batteries

(7.74.1.4) Description of product(s) or service(s)

Our company has a range of electric passenger vehicles that use lithium-ion batteries. In alignment with the EU Taxonomy, the manufacture, financing and leasing of low-emissions (PHEV

(7.74.1.5) Have you estimated the avoided emissions of this low-carbon product(s) or service(s)

Select from:

☑ Yes

(7.74.1.6) Methodology used to calculate avoided emissions

Select from:

☑ Other, please specify :internal calculation in accordance with best-practice methodologies

(7.74.1.7) Life cycle stage(s) covered for the low-carbon product(s) or services(s)

Select from:

☑ Use stage

(7.74.1.8) Functional unit used

Operating the number of sold vehicles in 2023 including the respective share of electrified / low-carbon vehicles for 15,000 km per year per vehicle

(7.74.1.9) Reference product/service or baseline scenario used

Operating the number of sold vehicles in 2023 but without electrified / low-carbon vehicles (internal combustion engine only) for 15,000 km per year per vehicle

(7.74.1.10) Life cycle stage(s) covered for the reference product/service or baseline scenario

Select from:

☑ Use stage

(7.74.1.11) Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario

721023

(7.74.1.12) Explain your calculation of avoided emissions, including any assumptions

We took an attributional approach to the estimation. Our calculation of avoided emissions was based on the difference in emissions during operation (setting aside the emissions from energy production). To get a rough estimate of the total emissions avoided per year we calculate averaged fleet emissions of our xEV fleet in the EU27 UK in 2023 and compare it to EU27 UK fleet emissions without xEV's. We calculate one main market (about 37 % of our retail volume) because fleet emissions of xEV's and conventional cars depend on the test cycles in the corresponding legislation. We multiply the difference of 102.1 g CO2/km with an averaged mileage of 15,000 km per year and the volume of xEV's (estimated avoidance BEV 100% and PHEV 50%) worldwide of 565,875 units to find about 721,023 t CO2 avoided in 2023. Taxonomy-aligned revenues of the BMW Group amounted to EUR 23,340 million, corresponding to 15 % of total Group revenues. The growing share of zero-emissions vehicles is expected to lead to an increase in Taxonomy-aligned revenues. Due to the high level of investment in the transformation of our business activities, for example in the electrification of our vehicles and research into alternative drivetrains, respective economic activities have the potential to

become Taxonomy-aligned over time. Overall, we anticipate that the proportion of Taxonomy-aligned economic activities will steadily rise as a result of the increasing electrification of our product portfolio.

(7.74.1.13) Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year

15
[Add row]

(7.75) Provide tracking metrics for the implementation of low-carbon transport technology over the reporting year.

Row 1

(7.75.1) Activity

Select from:
☑ Light Duty Vehicles (LDV)

(7.75.2) Metric

Select from:
☑ Sales

(7.75.3) Technology

Select from:
☑ Battery electric vehicle (BEV)

(7.75.4) Metric figure

375716

(7.75.5) Metric unit

Select from:

☑ Units

(7.75.6) Explanation

It is our goal to create solutions and innovations that inspire our customers. Our BMW Group Strategy is the path to the Group's success over the long-term. It provides a roadmap for our transformation towards sustainable and digital mobility. Our future is electric. The BMW Group develops electric vehicles that combine the advantages of sustainable mobility with a new driving experience for customers. The systematic electrification of its products, with a wide range of attractive models, is proving to be a key success factor for the BMW Group. The BMW Group's sales growth in the reporting year was significantly influenced by the systematic electrification of its product range. This was borne out by continued strong growth in deliveries of all-electric vehicles. Market demand for all-electric vehicles from the BMW, MINI and Rolls-Royce brands resulted in deliveries rising to 375,716 units (2022: 215,752 units; 74.1%). Overall, the BMW Group delivered more than half a million electrified vehicles (BEV and PHEV) to customers for the first time with a total of 565,875 units (2022: 433,792 units; 30.4%). The share of all-electric vehicles in deliveries increased to 14.7% in 2023 (2022: 9.0%; 63.3%). The significant increase also had a positive effect on the development of fleet carbon emissions. In our view, the NEUE KLASSE has the potential to additionally accelerate the market penetration of electric mobility. The BMW Group is currently planning for all-electric vehicles to account for more than 50% of all vehicles by 2030. This positive expectation for future sales will also play a key role in the review of our carbon emissions reduction targets currently taking place.
[Add row]

(7.79) Has your organization canceled any project-based carbon credits within the reporting year?

Select from:
☑ Yes

(7.79.1) Provide details of the project-based carbon credits canceled by your organization in the reporting year.

Row 1

(7.79.1.1) Project type

Select from:
☑ Solar

(7.79.1.2) Type of mitigation activity

Select from:
☑ Emissions reduction

(7.79.1.3) Project description

Small project in renewable energies. The carbon emissions either directly or indirectly generated by BMW Group locations are already within the 1.5C pathway calculated for the BMW Group. Additional to this, in collaboration with partners such as atmosfair and First Climate, we support climate protection projects operating in the voluntary market for the full extent of our Scope 1 and Scope 2 carbon footprint and our Scope 3 category "business travel" emissions. We support these initiatives without them counting towards the BMW Group's CO2 reduction targets. The VCM (Voluntary Carbon Markets) projects supported are certified by independent institutions in line with international standards and have to meet a set of strict criteria such as additionality, permanence and other factors. It is also important to us that the projects in the global South generate social benefits in line with applicable sustainable development goals (SDGs). For the small scale solar project, the SDG co-benefits are listed below.

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

132250

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2022

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ Gold Standard

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Investment analysis

☑ Standardized Approaches

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ No risk of reversal

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Other, please specify **:**no leakage emissions are considered. The emissions potentially arising due to activities such as power plant construction and upstream emissions from fossil fuel use (e.g. extraction, processing, transport etc.) are neglected.

(7.79.1.13) Provide details of other issues the selected program requires projects to address

As per CDM ACM0002 methodology, no leakage emissions are considered. The emissions potentially arising due to activities such as power plant construction and upstream emissions from fossil fuel use (e.g. extraction, processing, transport etc.) are neglected. The project addresses 3 SDGs that are monitored: Affordable and Clean Energy (SDG 7), Decent Work and Economic Growth (SDG8), and Climate Action (SDG 13). SDG Impacts: SDG 7: Renewable energy exported to the Senegalese grid from the grid-connected solar PV power plant. SDG 8: Characteristics/types of employments created and labour terms and conditions, such as job-related health and safety and training of employees. SDG 13: Greenhouse Gas Emissions reduced due to the project.

(7.79.1.14) Please explain

Vintage of credits at cancellation: 2021 - 2022

Row 2

(7.79.1.1) Project type

Select from:

☑ Clean cookstove distribution

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

Efficient cookpots (60-80% more efficient than usual source of cooking energy) in rural areas in developing countries. The carbon emissions either directly or indirectly generated by BMW Group locations are already within the 1.5C pathway calculated for the BMW Group. Additional to this, in collaboration with partners such as atmosfair and First Climate, we support climate protection projects operating in the voluntary market for the full extent of our Scope 1 and Scope 2 carbon footprint and our Scope 3 category "business travel" emissions. We support these initiatives without them counting towards the BMW Group's CO2 reduction targets. The VCM (Voluntary Carbon Markets) projects supported are certified by independent institutions in line with international standards and have to meet a set of strict criteria such as additionality, permanence and other factors. It is also important to us that the projects in the global South generate social benefits in line with applicable sustainable development goals (SDGs). For the efficient cookstove project, these are e.g. health benefits from a reduction of respiratory, lung and eye illnesses. As an example, the full list of SDG co-benefits monitored and not monitored for one of our cookstove projects is listed below.

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

366500

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2021

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ Gold Standard

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Market penetration assessment

☑ Standardized Approaches

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ No risk of reversal

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Other, please specify **:**Potential sources of leakages are treated by a scaling factor for the emission reductions

(7.79.1.13) Provide details of other issues the selected program requires projects to address

Potential sources of leakages are treated by a scaling factor for the emission reductions. As for our project in India, the project addresses 4 SDGs that are also monitored: No Poverty (SDG 1), Affordable and Clean Energy (SDG 7), Decent Work and Economic Growth (SDG 8), and Climate Action (SDG 13). The TLUD cookstove reduces the consumption of fuelwood, thereby reducing deforestation and Green House Gas emissions. The cleaner combustion minimizes smoke and thus the risk of lung, respiratory and eye diseases. Through the financial and health benefits, the TLUD significantly improves the living conditions of its users. Further the families benefit from the sale of charcoal generated in the cookstoves as a by-product while cooking.Other SDGs that are addressed but not monitored are SDGs 2, 3, 4, 5, 11, 15, and 17.

(7.79.1.14) Please explain

Vintage of credits at cancellation: 2021

Row 3

(7.79.1.1) Project type

Select from:

☑ Energy efficiency: households

(7.79.1.2) Type of mitigation activity

Select from:

☑ Emissions reduction

(7.79.1.3) Project description

Small biogas units for households in rural, poor areas. The carbon emissions either directly or indirectly generated by BMW Group locations are already within the 1.5C pathway calculated for the BMW Group. Additional to this, in collaboration with partners such as atmosfair and First Climate, we support climate protection projects operating in the voluntary market for the full extent of our Scope 1 and Scope 2 carbon footprint and our Scope 3 category "business travel" emissions. We support these initiatives without them counting towards the BMW Group's CO2 reduction targets. The VCM (Voluntary Carbon Markets) projects supported are certified by independent institutions in line with international standards and have to meet a set of strict criteria such as additionality, permanence and other factors. It is also important to us that the projects in the global South generate social benefits in line with applicable sustainable development goals (SDGs). For our small scale household biogas projects, these are e.g. health benefits from a reduction of respiratory illnesses, formerly caused by breathing smoky air from woodfires. The full list of SDG co-benefits monitored and not monitored is listed below.

(7.79.1.4) Credits canceled by your organization from this project in the reporting year (metric tons CO2e)

444009

(7.79.1.5) Purpose of cancelation

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at cancelation?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at cancelation

2020

(7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

☑ Purchased

(7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

☑ Gold Standard

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Consideration of legal requirements

(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

☑ Monitoring and compensation

☑ Temporary crediting

(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

☑ Upstream/downstream emissions

(7.79.1.13) Provide details of other issues the selected program requires projects to address

The project addresses and monitors for positive impact 6 SDGs within the Gold Standard: SDG 3 Good health and well-being: Improved health due to reduced indoor air pollution and better hygiene at the farmer's premises is particularly beneficial for those household members who spend a lot of time indoors while cooking fires are burning. SDG 5 Gender equality: Roughly 1,000 jobs have been created for women by the PoA; new biogas stoves save approx. 1.5 hours time for those household members who are doing the cooking. This time is now available for other purposes. SDG 6 Clean water and sanitation: Improved waste management, less fertilizer & pesticide use, and better sanitation systems protect soils and water resources and benefit both local people and environment. SDG 7 Affordable and clean energy: All PoA households get access to clean, reliable, convenient and affordable biogas for cooking, lighting or heating. SDG 8 Decent work and economic growth: An estimated 10,000 total jobs related to construction and maintenance of biogas plants have been created by the project in the local biogas sector, thereof some 2,000 permanent jobs and 8,000 temporary jobs. SDG 13: Climate action

(7.79.1.14) Please explain

A physical leakage of 10% is assumed as per methodology. The project activities of each CPA are biogas digesters project type and have less than 20,000t CO2e per year, Therefore, it meets microscale projects definition and not required to prove financial additionality and not required to demonstrate ongoing financial need.
[Add row]

C9. Environmental performance - Water security

(9.1) Are there any exclusions from your disclosure of water-related data?

Select from:

☑ Yes

(9.1.1) Provide details on these exclusions.

Row 1

(9.1.1.1) Exclusion

Select from:

☑ Other, please specify :Administration, BMW Group owned branches, BMW Group motorcycle production sites

(9.1.1.2) Description of exclusion

We report water used by automotive production (BMW Group plants, excluding partner plants and contract manufacturing). Motorcycle production and administrative branches are not included.

(9.1.1.3) Reason for exclusion

Select from:

☑ Data is not available

(9.1.1.4) Primary reason why data is not available

Select from:

☑ We are planning to collect the data within the next two years

(9.1.1.7) Percentage of water volume the exclusion represents

Select from:

☑ 6-10%

(9.1.1.8) Please explain

i) RATIONALE FOR THE EXCLUSION: By calculating water consumption, we are driven by materiality. We therefore focused on our production sites where about 90% of consumption occurs. Regarding the indicated entities, we now collect the data and started implementing appropriate processes for external verification. We prefer to have also for these numbers an external verification to guarantee our stringent quality requirements for published data. Here we mention office buildings, BMW Group owned branches as well as the production plants of BMW motorcycles. ii) QUANTITATIVE MEASURE OF THE VOLUME THAT IS EXCLUDED: The water use of excluded entities is LOW compared to the production sites and represents only a minor share of total water usage in the reporting year. Most of the entities consist of office buildings where water is mainly used for sanitary purposes, which would otherwise be at a different location, but created at home. We focus on water use resulting from business activities (production, development and distribution of vehicles), as this is where the amount as well as the potential water impact/pollution is the highest.
[Add row]

(9.2) Across all your operations, what proportion of the following water aspects are regularly measured and monitored?

Water withdrawals – total volumes

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

We have targets and measure water withdrawal volumes CONTINOUSLY (sometimes every minute, at least every month) in all our facilities through water counters, bills and chemical analysis (several times a year). For all production sites, this information is monthly reported and checked against our targets on senior management level.

(9.2.4) Please explain

i) RATIONALE: Legal compliance is basic for all our operations. Resource efficiency is essential in order to reduce risks (e.g. from water scarcity) and to reduce operational expenses. Clear targets and monitoring through indicators continuously measured are basic for improvements. ii) SCOPE OF MEASUREMENT: The BMW Group measures water withdrawal at each production site.

Water withdrawals – volumes by source

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

We have targets and measure water withdrawal by source CONTINOUSLY (sometimes every minute, at least every month) through water counters, bills and chemical analysis (several times a year). For all production sites, this information is monthly reported and checked against our targets on senior management level.

(9.2.4) Please explain

i) RATIONALE: Legal compliance is basic for all our operations. Resource efficiency is essential in order to reduce risks (e.g. from water scarcity) and to reduce operational expenses. Clear targets and monitoring through indicators continuously measured are basic for improvements. ii) SCOPE OF MEASUREMENT: BMW Group measures water withdrawal by source at each production site. About 84% of our water is drinking water, 16% groundwater.

Water withdrawals quality

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

In our offices in general, monitoring and test of quality is done by public authorities or external entities CONTINOUSLY (chemical analysis). For our sites, we have clear targets and monitor water quality (purity, serility in case drinking water is provided separately as in China) regularly (sometimes every minute, at least every month) by chemical analysis. BMW Group measures water withdrawn by quality, quality parameters of groundwater after treatment are measured continuously (e.g. purity).

(9.2.4) Please explain

i) RATIONALE: Legal compliance is basic for all our operations. As premium manufacturer we have highest demands on product quality. In specific cases the quality of drinking water supplied by the company is monitored (e.g. in China). ii) SCOPE OF MEASUREMENT: About 16% of water withdrawals is from groundwater, where we measure quality before and after treatment (if required).

Water discharges – total volumes

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

We measure the water discharge and consumption CONTINOUSLY (sometimes every minute, at least every month) in all our facilities through water counters, bills and chemical analysis. For all sites, we monthly report this information and check it against the targets on senior management level. The BMW Group measures water discharged separated into sanitary wastewater and process wastewater, and, for process wastewater (for all sites with paint shops), COD, AOx and heavy metal content.

(9.2.4) Please explain

i) RATIONALE: Legal compliance is basic for all our operations. Resource efficiency is essential in order to reduce risks (e.g. from water scarcity) and to reduce operational expenses. Clear targets and monitoring through indicators continuously measured are basic for improvements. ii) SCOPE OF MEASUREMENT: The BMW Group measures water discharge volumes at each production site.

Water discharges – volumes by destination

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

We measure the water discharge CONTINOUSLY (sometimes every minute, at least every month) in all our facilities through water counters, bills and chemical analysis. For all sites, we monthly report this information and check it against the targets on senior management level. The BMW Group measures water discharged, separated into sanitary wastewater and process wastewater (COD, AOx, heavy metal content). We measure/monitor discharges treated in own facilities and to third-party destinations.

(9.2.4) Please explain

i) RATIONALE: Legal compliance is basic for all our operations. Resource efficiency is essential in order to reduce risks (e.g. from water scarcity) and to reduce operational expenses. Clear targets and monitoring through indicators continuously measured are basic for improvements. ii) SCOPE OF MEASUREMENT: The BMW Group measures water discharges per destination at each production site.

Water discharges – volumes by treatment method

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

We measure the water discharge CONTINOUSLY (sometimes every minute, at least every month) in all of our facilities through water counters, bills and chemical analysis. Sanitary wastewater is introduced in the sewage water system without further treatment (except in a few sites such as in China). Process wastewater is treated before introducing into the sewage water system. The BMW Group measures water discharged, separated into sanitary and process wastewater (COD, AOx and heavy metal content).

(9.2.4) Please explain

i) RATIONALE: Legal compliance is basic for all our operations. Resource efficiency is essential in order to reduce risks (e.g. from water scarcity) and to reduce operational expenses. Clear targets and monitoring through indicators continuously measured are basic for improvements. ii) SCOPE OF MEASUREMENT: The BMW Group measures water discharges by treatment method at each production site.

Water discharge quality – by standard effluent parameters

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Other, please specify **:**Several times per year

(9.2.3) Method of measurement

We monitor water quality in our production sites SEVERAL TIMES PER YEAR (for several effluent parameters at least monthly). Samples are taken to measure materials in the process wastewater after treatment. Results are presented to public authorities. In BMW Group offices, quality monitoring is done by public authorities

or external entities (laboratories). We measure water discharged by standard effluent parameters separated into sanitary and process wastewater (COD, AOx, heavy metal content).

(9.2.4) Please explain

i) RATIONALE: Legal compliance is basic for all our operations. Resource efficiency is essential in order to reduce risks (e.g. from water scarcity) and to reduce operational expenses. Clear targets and monitoring through indicators continuously measured are basic for improvements. ii) SCOPE OF MEASUREMENT: The BMW Group measures water discharge quality by standard effluent parameters at each production site.

Water discharge quality – emissions to water (nitrates, phosphates, pesticides, and/or other priority substances)

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

We measure the water discharge emissions CONTINOUSLY (at least every month) in all of our facilities. Process wastewater is treated before introducing into the sewage water system. The BMW Group measures water discharged, separated into sanitary wastewater and process wastewater, and, for process wastewater (for all sites with paint shops), COD, AOx and heavy metal content in each production site.

(9.2.4) Please explain

i) RATIONALE: Legal compliance is basic for all our operations. Resource efficiency is essential in order to reduce risks (e.g. from water scarcity) and to reduce operational expenses. Clear targets and monitoring through indicators continuously measured are basic for improvements. ii) SCOPE OF MEASUREMENT: The BMW Group measures water discharge emissions at each production site.

Water discharge quality – temperature

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

Where necessary we measure temperature CONTINUOSLY (at least every month). When water is drained into the sewer, water temperature is not relevant and for this reason we do not measure it in general. However, in case water is introduced into waters as e.g. rivers, BMW Group measures the temperature in all of its waterflows continuously with a temperature sensor, due to regulation as well as to its potential impact on water quality and life below water.

(9.2.4) Please explain

i) RATIONALE: Legal compliance as basic for all our operations. Furthermore, to achieve BMW Groups goal to limit materials / heat input into waste water to volumes/quantities that will not overtax natural decomposition / regeneration processes. ii) SCOPE OF MEASUREMENT: The BMW Group measures water discharge temperature at each production site where necessary.

Water consumption – total volume

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

We measure the water withdraw, discharge and consumption CONTINUOSLY in all of our facilities through water counters and bills (sometimes every minute, at least every month). For all sites, we monthly report this information and check it against the targets on senior management level. We measure water consumed, which is mainly evaporation at cooling towers.

(9.2.4) Please explain

i) RATIONALE: Legal compliance is basic for all our operations. Resource efficiency is essential in order to reduce risks (e.g. from water scarcity) and operational expenses. Clear targets and monitoring through indicators continuously measured are basic for improvements. Water consumption, mainly evaporation at cooling towers, causes nearly 25% or our water needs. Closed cooling towers help to steadily reduce water consumption, e.g. in the new buildings in Dingolfing/DE and Munich/DE. ii) SCOPE OF MEASUREMENT: The BMW Group measures water consumption at each production site.

Water recycled/reused

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

The amount of recycled and reused water is measured with a water counter continuously (sometimes every minute, at least every month). Best practice for all relevant technologies is distributed throughout the whole BMW Group production network to increase recycling shares of water. Clear targets are set to implement the corresponding measures. It is reported once a month. BMW Group measures reused/recycled water used in our main technologies/processes (e.g. paint shop or car wash).

(9.2.4) Please explain

i) RATIONALE: The BMW Group aims to continuosly optimize the water flows in relevant processes to increase efficiency. This is essential in order to reduce risks (e.g. from water scarcity) and to reduce operational expenses. Reuse and recycling of water is a key measure to increase water efficiency. Clear targets and monitoring through indicators continuously measured are basic for improvements. ii) SCOPE OF MEASUREMENT: The BMW Group measures recycled/reused water at each production site.

The provision of fully-functioning, safely managed WASH services to all workers

(9.2.1) % of sites/facilities/operations

Select from:

☑ 100%

(9.2.2) Frequency of measurement

Select from:

☑ Continuously

(9.2.3) Method of measurement

The BMW Group ensures that hygienic requirements are CONTINOUSLY fulfilled in all our locations. In our offices monitoring and testing of water quality is done in general by public authorities or external entities, such as laboratories, regularly. In specific cases the quality of drinking water supplied by third parties is monitored continuously (e.g. in China).

(9.2.4) Please explain

i) RATIONALE: Providing fully-functioning WASH services for all employees is a matter of course for the BMW Group, simply from a hygienic point of view. ii) SCOPE OF MEASUREMENT: Aspects: BMW Group has signed the WBCSD WASH pledge. BMW Group provides fully-functioning WASH services for all workers. Water quality is measured, in particular sterility or contaminations of drinking water. Water quality (in particular sterility) of water dispenser, if existent, is measured. [Fixed row]

(9.2.2) What are the total volumes of water withdrawn, discharged, and consumed across all your operations, how do they compare to the previous reporting year, and how are they forecasted to change?

Total withdrawals

(9.2.2.1) Volume (megaliters/year)

5049

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ About the same

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in efficiency

(9.2.2.4) Five-year forecast

Select from:

☑ Lower

(9.2.2.5) Primary reason for forecast

Select from:

☑ Investment in water-smart technology/process

(9.2.2.6) Please explain

CHANGE(S) TO PREVIOUS REPORTING YEAR: In 2023, water withdrawals was about the same as in 2022 (4,840). At 1.78 m3 per vehicle produced, specific potable water consumption in automobile production was moderately below the previous year's level due to the higher production volume (2022: 1.90 m3/-6.3%). Important note: for all questions in the entire report asking for a "comparison with previous reporting year" and "five year forecast" thresholds, the graduation is done as follows: • much lower: less than -10.0% • lower: -9.9% to -5.0% • about the same: -4.9% to 4.9% • higher: 5.0% to 9.9% • much higher: more than 10.0% OUTLOOK: In future BMW will further improve water efficiency. Our target is a reduction of 25% of potable water consumption per vehicle produced by 2030 (base year 2016). At the same time the BMW Group expects a further year-on-year increase in sales of BMW, MINI and Rolls-Royce brand vehicles. Balanced growth in major sales regions will help to even out volatilities in individual markets.

Total discharges

(9.2.2.1) Volume (megaliters/year)

3370

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ Much higher

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in efficiency

(9.2.2.4) Five-year forecast

Select from:

☑ Lower

(9.2.2.5) Primary reason for forecast

Select from:

☑ Increase/decrease in efficiency

(9.2.2.6) Please explain

CHANGE(S) TO PREVIOUS REPORTING YEAR: There are a number of reasons for the increase in discharge, one possible cause being lower evaporation in the winter months compared to the previous year. Important note: for all questions in the entire report asking for a "comparison with previous reporting year" and "five year forecast" thresholds, the graduation is done as follows: • much lower: less than -10.0% • lower: -9.9% to -5.0% • about the same: -4.9% to 4.9% • higher: 5.0% to 9.9% • much higher: more than 10.0% OUTLOOK: In future BMW will continue to work on implementing the vision of water-free processes in production and on reducing sanitary water needs. At the same time we expect a further year- on-year increase in sales of BMW, MINI and Rolls-Royce brand vehicles. Balanced growth in major sales regions will help to even out volatilities in individual markets. Assuming economic conditions do not deteriorate, deliveries to customers are forecast to rise slightly to a new high. Due to our continuous efforts to optimize water efficiency (e.g. recycle/reuse of water within our production processes, closed loop cooling systems) we expect discharges to be lower in the future.

Total consumption

(9.2.2.1) Volume (megaliters/year)

1679

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ Lower

(9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.2.4) Five-year forecast

Select from:

☑ Lower

(9.2.2.5) Primary reason for forecast

Select from:

☑ Investment in water-smart technology/process

(9.2.2.6) Please explain

CHANGE(S) TO PREVIOUS REPORTING YEAR: At the BMW Group water is consumed according to the CDP definition predominately by evaporation, mainly in cooling towers. Water consumption was lower (-6.1%) compared to 2022. Consumption is depending on business activity and temperatures at our locations, which have a direct impact on our water consumption rates in our cooling towers. Important note: for all questions in the entire report asking for a "comparison with previous reporting year" and "five year forecast" thresholds, the graduation is done as follows: • much lower: less than -10.0% • lower: -9.9% to -5.0% • about the same: -4.9% to 4.9% • higher: 5.0% to 9.9% • much higher: more than 10.0% OUTLOOK: In future BMW will continue to further decrease evaporation (e.g., via closed loop cooling systems). At the same time the BMW Group expects a further year-on-year increase in sales of BMW, MINI and Rolls-Royce brand vehicles. Balanced growth in major sales regions will help to even out volatilities in individual markets. Assuming economic conditions do not deteriorate, deliveries to customers are forecast to rise slightly to a new high. Due to further investments to achieve our target of reducing potable water consumption per vehicle manufactured of 25% by 2030 (baseline: 2016) we expect lower consumption volumes in the future. Explanation of why the reported figures do balance: Total withdrawals are measured on site level as well as on production technology level. Like this line losses are discovered immediately and could be eliminated. Water entering our evaporation towers are measured too. Total discharges are measured. Therefore, water withdrawals, water consumption and water discharges should balance. We check our measurements with bills from the municipals. Furthermore, PricewaterhouseCoopers GmbH assesses our figures on Group as well as on site level (each year at least at 4 different sites).
[Fixed row]

(9.2.4) Indicate whether water is withdrawn from areas with water stress, provide the volume, how it compares with the previous reporting year, and how it is forecasted to change.

(9.2.4.1) Withdrawals are from areas with water stress

Select from:

☑ Yes

(9.2.4.2) Volume withdrawn from areas with water stress (megaliters)

229

(9.2.4.3) Comparison with previous reporting year

Select from:

☑ Higher

(9.2.4.4) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.4.5) Five-year forecast

Select from:

☑ About the same

(9.2.4.6) Primary reason for forecast

Select from:

☑ Maximum potential volume reduction already achieved

(9.2.4.7) % of total withdrawals that are withdrawn from areas with water stress

4.54

(9.2.4.8) Identification tool

Select all that apply

☑ WRI Aqueduct

(9.2.4.9) Please explain

APPLICATION OF TOOL TO EVALUATE WHETHER WATER HAS BEEN WITHDRAWN FROM STRESSED AREAS: To identify the sites in water-scarce regions, we have applied the Baseline Water Stress Indicator from the WRI Aqueduct Water Risk Atlas (thresholds: ”high” and “extremely high” in the baseline water stress indicator). We analyzed all production sites worldwide which are considered environmentally relevant. We mapped the total water use to each site that was located in a water-scarce region according to the WRI Aqueduct analysis. In this process 2 BMW production sites were identified based on 2023 data which are located in a water-scarce region and are relevant for our water-risk analysis. These sites have the potential to have a substantive impact on the business as they are located in a region considered at water risk according to WRI Aqueduct (”high” and “extremely high” in the baseline water stress indicator). SCOPE OF ASSESSMENT: We have been measuring water withdrawals in all BMW Group sites worldwide for many years. This is also true for the two sites in water stressed areas that is Rosslyn (South Africa) and Chennai (India). Rosslyn consumes most of the water, due to its paint shop, which is the most water consuming technology. Plants Rosslyn in South Africa and Chennai in India are facilities with current potential inherent water risks because these sites are located in regions with water scarcity. Our site in Chennai (India) has however a very small production volume compared to all other sites (
[Fixed row]

(9.2.7) Provide total water withdrawal data by source.

Fresh surface water, including rainwater, water from wetlands, rivers, and lakes

(9.2.7.1) Relevance

Select from:

☑ Relevant

(9.2.7.2) Volume (megaliters/year)

16

(9.2.7.3) Comparison with previous reporting year

Select from:

☑ Much higher

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

☑ Other, please specify :increased rainwater harvesting due to natural conditions

(9.2.7.5) Please explain

i) RATIONALE FOR RELEVANCE: Water withdrawal from fresh surface water is RELEVANT, BECAUSE the BMW Group does use rainwater at several sites. We mainly use municipal drinking water and renewable groundwater. ii) PRIMARY REASON FOR COMPARISON WITH PREVIOUS YEAR: The withdrawal volume from this sources is depending on rainwater harvesting which is depending on natural conditions. iii) CHANGES: In 2023, rainwater harvesting was MUCH HIGHER 33% compared with 2022. The reason was the start of an implemented measure to use alternative water sources instead of portable water. Since November 2023, surface water has been used at the Araquari plant Important note: graduation is done as follows: • much lower: less than -10.0% • lower: -9.9% to -5.0% • about the same: -4.9% to 4.9% • higher: 5.0% to 9.9% • much higher: more than 10.0% iv) FUTURE TREND: We plan to use water from these sources in the next years.

Brackish surface water/Seawater

(9.2.7.1) Relevance

Select from:

☑ Not relevant

(9.2.7.5) Please explain

i) RATIONALE FOR RELEVANCE: Water withdrawal from brackish surface water/seawater is NOT RELEVANT, BECAUSE the BMW Group does not use Brackish surface water/seawater but municipal drinking water and renewable groundwater. In general, all of BMW Group's wastewater worldwide is discharged into the sewage system. Process wastewater (and e.g. in some Chinese sites sanitary wastewater) is treated before to obtain limits demanded by regulation respectively and to maintain the BMW Group standards (which are often above regulatory standards). It then undergoes final treatment in the sewage operators' plants and is then discharge to the environment. In our locations worldwide we rely on this kind of water circle, using municipal drinking water (water for sanitary facilities/processes) or in a few sites in addition renewable ground water treated and then introduced into production processes. ii) FUTURE TREND: We do not plan to use water from these sources in the next years.

Groundwater – renewable

(9.2.7.1) Relevance

Select from:

☑ Relevant

(9.2.7.2) Volume (megaliters/year)

804

(9.2.7.3) Comparison with previous reporting year

Select from:

☑ Higher

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.7.5) Please explain

i) RATIONALE FOR RELEVANCE: Groundwater – renewable is RELEVANT for BMW, BECAUSE to safe drinking water, we also use renewable groundwater for production processes (2023: 16% of total withdrawals) in sites in Germany and Brazil. It is treated to achieve needed purity levels. The volume depends mainly on the production volume of the sites. ii) PRIMARY REASON FOR COMPARISON WITH PREVIOUS YEAR: Increased business activity while also applying water efficiency measures into effect in 2023 at sites with withdrawals from renewable groundwater. iii) CHANGES: Renewable groundwater withdrawals was 6% HIGHER compared to 2022 DUE TO increase of business activity in the respective sites with groundwater intake. iv) FUTURE TREND: In the future, we plan to increase the share of renewable groundwater for our water needs. In production processes, the use of the most valuable resource (drinking water) is to be reduced and replaced by other water sources such as groundwater or rainwater.

Groundwater – non-renewable

(9.2.7.1) Relevance

Select from:

☑ Not relevant

(9.2.7.5) Please explain

i) RATIONALE FOR RELEVANCE: Groundwater from non-renewable sources is NOT RELEVANT, BECAUSE the BMW Group does not use "fossil" ("non-renewable") groundwater. It is our goal to use no water from sensitive water sources. We use municipal drinking water and renewable groundwater. In general all of BMW Group's wastewater worldwide is discharged into the sewage system. Process wastewater is treated before to obtain limits demanded by regulation respectively and to maintain the BMW Group standards (which are often above regulatory standards). It then undergoes final treatment in the sewage operators' plants and is then discharge to the environment. In our locations worldwide we rely on this kind of water circle, using municipal drinking water (water for sanitary facilities/processes) or in a few sites in addition renewable ground water treated and then introduced into production processes. ii) FUTURE TREND: We do not plan to use water from these sources in the next years.

Produced/Entrained water

(9.2.7.1) Relevance

Select from:

☑ Not relevant

(9.2.7.5) Please explain

i) RATIONALE FOR RELEVANCE: Produced/entrained water is NOT RELEVANT, BECAUSE the BMW Group does not use "produced water" processed outside BMW Group but municipal drinking water and renewable groundwater. However, to increase efficiency we reuse/recycle water inside BMW Group sites (e.g. in our paint shops). In general all of BMW Group's wastewater worldwide is discharged into the sewage system. Process wastewater is treated before to obtain limits demanded by regulation respectively and to maintain the BMW Group standards (which are often above regulatory standards). It undergoes final treatment in the sewage operators' plants and is then discharge to the environment. In our locations worldwide we rely on this kind of water circle, using municipal drinking water (water for sanitary facilities/processes) or in a few sites in addition renewable groundwater treated and then introduced into production. ii) FUTURE TREND: We do not plan to use water from these sources in the next years.

Third party sources

(9.2.7.1) Relevance

Select from:

☑ Relevant

(9.2.7.2) Volume (megaliters/year)

4229

(9.2.7.3) Comparison with previous reporting year

Select from:

☑ About the same

(9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in efficiency

(9.2.7.5) Please explain

i) RATIONALE FOR RELEVANCE: Water from third party sources is RELEVANT BECAUSE municipal drinking water makes about 84% of our total water withdrawals in 2023. ii) PRIMARY REASON FOR COMPARISON WITH PREVIOUS YEAR: Efforts and investments to reduce potable water consumption per vehicle produced towards our target to reduce by 25% by 2030 (baseline: 2016). iii) CHANGES: There was a 4% higher usage compared to 2022 mainly due to increased business activities. Our target is to decrease potable water consumed per vehicle produced by 25% by 2030 (baseline: 2016). BMW Groups wastewater worldwide is discharged into the sewage system. It is treated before. After final treatment in the sewage operators plants it is discharge to the environment. iv) FUTURE TREND: We will improve water efficiency further to achieve our target of a 25% reduction until 2030. We expect a slight decrease in total volume of third party sources despite an expected production volume increase.
[Fixed row]

(9.2.8) Provide total water discharge data by destination.

Fresh surface water

(9.2.8.1) Relevance

Select from:

☑ Not relevant

(9.2.8.5) Please explain

i) RATIONALE FOR RELEVANCE: Discharges to fresh surface water are NOT RELEVANT BECAUSE we do not discharge our wastewater directly to fresh surface water. All of the BMW Group‘s wastewater worldwide is discharged into the sewage system. Process wastewater (and e.g. in some chinese sites sanitary wastewater) is treated before to obtain limits demanded by regulation respectively and to maintain the BMW Group standards (which are often above regulatory standards). It then undergoes final treatment in the sewage operators’ plants and is then discharge to the environment. In our locations worldwide we rely on this kind of water circle, using municipal drinking water (water for sanitary facilities/processes) or in a few sites in addition renewable ground water, treated and then introduced into production processes. ii) FUTURE TREND We do not plan to discharge our wastewater directly to fresh surface water in the next years.

Brackish surface water/seawater

(9.2.8.1) Relevance

Select from:

☑ Not relevant

(9.2.8.5) Please explain

i) RATIONALE FOR RELEVANCE: Discharges to brackish surface water/seawater is NOT RELEVANT BECAUSE we do not discharge our wastewater directly to brackish surface water/seawater. All of BMW Group’s wastewater worldwide is discharged into the sewage system. Process wastewater (and e.g. in some chinese sites sanitary wastewater) is treated before to reach limits demanded by regulation respectively to reach BMW Group standards (which are often above regulatory standards). It then undergoes final treatment in the sewage operator’s plants and is then discharge to the environment. In our locations worldwide we rely on this kind of water circle, using municipal drinking water (water for sanitary facilities/processes) or in a few sites in addition renewable ground water, treated and then introduced into production processes. ii) FUTURE TREND We do not plan to discharge our wastewater directly to brackish surface water/seawater in the next years.

Groundwater

(9.2.8.1) Relevance

Select from:

☑ Relevant

(9.2.8.2) Volume (megaliters/year)

43

(9.2.8.3) Comparison with previous reporting year

Select from:

☑ Much lower

(9.2.8.4) Primary reason for comparison with previous reporting year

Select from:

☑ Investment in water-smart technology/process

(9.2.8.5) Please explain

i) RATIONALE FOR RELEVANCE: Discharges to groundwater is RELEVANT BECAUSE at some sites we discharge some of our cooling water (which has not been adversely modified in its properties) to groundwater to support regenerative groundwater levels. All of the BMW Group's wastewater worldwide is discharged into the sewage system. ii) PRIMARY REASON FOR COMPARISON WITH PREVIOUS YEAR: Discharge of cooling water to groundwater was MUCH LOWER by 10% compared to 2022, due to the larger volumes for which this regenerative discharge method was used. iii) CHANGES: Compared to 2022 (48 megaliters), discharge to groundwater was 10% lower. ii) FUTURE TREND: We plan to discharge suitable cooling water directly to groundwater in the next years.

Third-party destinations

(9.2.8.1) Relevance

Select from:

☑ Relevant

(9.2.8.2) Volume (megaliters/year)

3327

(9.2.8.3) Comparison with previous reporting year

Select from:

☑ Much higher

(9.2.8.4) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in efficiency

(9.2.8.5) Please explain

i) RATIONALE FOR RELEVANCE: Discharges to third-party destinations are RELEVANT BECAUSE all of the BMW Group‘s wastewater worldwide is discharged into the sewage system. Process wastewater is treated before to obtain limits demanded by regulation respectively and to maintain the BMW Group standards (which are often above regulatory standards). It then undergoes final treatment in the sewage operators’ plants and is then discharged to the environment. ii) PRIMARY REASON FOR COMPARISON WITH PREVIOUS YEAR: Discharges to third-party destinations were higher due to increased business activities while investments and measures to increase water efficiency and improve recycling/reuse of water resources were pursued further. iii) CHANGES: Compared to 2022 (3,004 megaliters), discharge to third-party destinations was 11% higher. iv) FUTURE TREND: We will improve water efficiency and expect water discharged to third-party destinations in the same order of magnitude or slightly decreased.
[Fixed row]

(9.2.9) Within your direct operations, indicate the highest level(s) to which you treat your discharge.

Tertiary treatment

(9.2.9.1) Relevance of treatment level to discharge

Select from:
☑ Relevant

(9.2.9.2) Volume (megaliters/year)

1197

(9.2.9.3) Comparison of treated volume with previous reporting year

Select from:
☑ Higher

(9.2.9.4) Primary reason for comparison with previous reporting year

Select from:
☑ Increase/decrease in business activity

(9.2.9.5) % of your sites/facilities/operations this volume applies to

Select from:

☑ 91-99

(9.2.9.6) Please explain

i) RATIONALE FOR RELEVANCE AND TREATMENT LEVEL Tertiary treatment is RELEVANT BECAUSE our operating activities and production processes generate oily wastewater containing heavy metals. Depending on the production process, various pollutants may be present: heavy metals such as zinc, nickel and copper can accumulate in aquatic organisms and enter the aquatic life and enter the food chain. Oils and fats are substances that are hazardous to water and can pollute waters and thus make them unusable for drinking water production. Solvents are organic compounds that can dissolve other substances without chemically changing them. The wastewater from production is treated in the company's own wastewater treatment plants, where the substances are removed or reduced. ii) PRIMARY REASON FOR COMPARISON WITH PREVIOUS YEAR: Discharges with tertiary treatment decreased due to investments and measures to increase water efficiency and improve recycling/reuse of water resources. iii) CHANGES IN VOLUME FROM LAST YEAR: The amount of tertiary treated wastewater increased by 8% in comparison to the previous reporting year (2022: 1,105 megaliters). Important note: for all questions in the entire report asking for a "comparison with previous reporting year" and "five year forecast" thresholds, the graduation is done as follows: • much lower: less than -10.0% • lower: -9.9% to -5.0% • about the same: -4.9% to 4.9% • higher: 5.0% to 9.9% • much higher: more than 10.0% iv) FUTURE TRENDS: We will continue to ensure that the wastewater handed over to sewage systems is regularly analyzed and monitored in accordance with official requirements. The numerous treatment steps and control measures prevent obstructions in the treatment process at municipal wastewater treatment plants. Due to technological process changes (e.g. dry separation) could become slightly less in the future.

Secondary treatment

(9.2.9.1) Relevance of treatment level to discharge

Select from:

☑ Not relevant

(9.2.9.6) Please explain

i) RATIONALE FOR RELEVANCE AND TREATMENT LEVEL Secondary treatment is NOT RELEVANT BECAUSE either process wastewater receives tertiary treatment to remove pollutants or sanitary wastewater is directly discharged to a third party. ii) FUTURE TREND Secondary treatment will not be relevant in our production sites in the future.

Primary treatment only

(9.2.9.1) Relevance of treatment level to discharge

Select from:

☑ Not relevant

(9.2.9.6) Please explain

i) RATIONALE FOR RELEVANCE AND TREATMENT LEVEL Primary treatment is NOT RELEVANT BECAUSE either process wastewater receives tertiary treatment to remove pollutants or sanitary wastewater is directly discharged to a third party. ii) FUTURE TREND Primary treatment only will not be relevant in our production sites in the future.

Discharge to the natural environment without treatment

(9.2.9.1) Relevance of treatment level to discharge

Select from:

☑ Relevant

(9.2.9.2) Volume (megaliters/year)

43

(9.2.9.3) Comparison of treated volume with previous reporting year

Select from:

☑ Much lower

(9.2.9.4) Primary reason for comparison with previous reporting year

Select from:

☑ Investment in water-smart technology/process

(9.2.9.5) % of your sites/facilities/operations this volume applies to

Select from:

☑ 1-10

(9.2.9.6) Please explain

i) RATIONALE FOR RELEVANCE AND TREATMENT LEVEL Discharge to natural environment is RELEVANT in small quatities BECAUSE some of our cooling water are returned to the groundwater to support regenerative groundwater levels at some sites. ii) PRIMARY REASON FOR COMPARISON WITH PREVIOUS YEAR: Discharge of cooling water to groundwater was LOWER by 10% compared to 2022, due to the smaller volumes for which this regenerative discharge method was used. iii) CHANGES IN VOLUME FROM LAST YEAR: Compared to 2022 (48 megaliters), discharge to groundwater was 10% lower. Important note: for all questions in the entire report asking for a "comparison with previous reporting year" and "five year forecast" thresholds, the graduation is done as follows: • much lower: less than -10.0% • lower: -9.9% to -5.0% • about the same: -4.9% to 4.9% • higher: 5.0% to 9.9% • much higher: more than 10.0% iv) FUTURE TRENDS: We plan to discharge our suitable cooling water directly to groundwater in the next years.

Discharge to a third party without treatment

(9.2.9.1) Relevance of treatment level to discharge

Select from:

☑ Relevant

(9.2.9.2) Volume (megaliters/year)

2130

(9.2.9.3) Comparison of treated volume with previous reporting year

Select from:

☑ Much higher

(9.2.9.4) Primary reason for comparison with previous reporting year

Select from:

☑ Increase/decrease in business activity

(9.2.9.5) % of your sites/facilities/operations this volume applies to

Select from:

☑ 91-99

(9.2.9.6) Please explain

i) RATIONALE FOR RELEVANCE AND TREATMENT LEVEL Discharge to third party without prior treatment is RELEVANT BECAUSE our sanitary wastewater is discharged into municipal sewage systems. ii) PRIMARY REASON FOR COMPARISON WITH PREVIOUS YEAR: Discharge to third party without prior treatment was HIGHER by 12% compared to 2022, due to increased business activities, At the same time, our investments to reduce potable water consumption per vehicle produced by 25% by 2030 (baseline 2016) were pursued further. iii) CHANGES IN VOLUME FROM LAST YEAR: Compared to 2022 (1,899 megaliters), discharge to third party was 12% higher. Important note: for all questions in the entire report asking for a "comparison with previous reporting year" and "five year forecast" thresholds, the graduation is done as follows: • much lower: less than -10.0% • lower: -9.9% to -5.0% • about the same: -4.9% to 4.9% • higher: 5.0% to 9.9% • much higher: more than 10.0% iv) FUTURE TRENDS: We plan to discharge sanitary wastewater to third-party in the next years. Due to our efforts to improve water efficiency and increased recycle/reuse of gray water we expect discharge volumes to decrease in the future.

Other

(9.2.9.1) Relevance of treatment level to discharge

Select from:

☑ Not relevant

(9.2.9.6) Please explain

i) RATIONALE FOR RELEVANCE AND TREATMENT LEVEL Other treatment levels are NOT RELEVANT BECAUSE either process wastewater receives tertiary treatment to remove pollutants or sanitary wastewater is directly discharged to a third party. ii) FUTURE TREND Other treatment levels will not be relevant in our production sites in the future.
[Fixed row]

(9.2.10) Provide details of your organization's emissions of nitrates, phosphates, pesticides, and other priority substances to water in the reporting year.

(9.2.10.1) Emissions to water in the reporting year (metric tons)

0.36

(9.2.10.2) Categories of substances included

Select all that apply

☑ Priority substances listed under the EU Water Framework Directive

(9.2.10.3) List the specific substances included

Zinc, Lead, Nickel, Copper, Chromium

(9.2.10.4) Please explain

Oily wastewater containing heavy metals is produced as a result of operating activities and production processes. Depending on the production process, various pollutants may be present: heavy metals such as zinc, nickel and copper can accumulate in aquatic organisms and enter the food chain. Oils and fats are substances hazardous to water and can pollute bodies of water, making them unusable for drinking water production. Solvents are organic compounds that can dissolve other substances without chemically altering them. Wastewater from production is treated in the company's own wastewater treatment plants, where the constituents are removed or reduced.
[Fixed row]

(9.3) In your direct operations and upstream value chain, what is the number of facilities where you have identified substantive water-related dependencies, impacts, risks, and opportunities?

Direct operations

(9.3.1) Identification of facilities in the value chain stage

Select from:

☑ Yes, we have assessed this value chain stage and identified facilities with water-related dependencies, impacts, risks, and opportunities

(9.3.2) Total number of facilities identified

2

(9.3.3) % of facilities in direct operations that this represents

Select from:

☑ 1-25

(9.3.4) Please explain

The BMW Group constantly monitors site specific water KPIs for all our relevant global production sites. 33 BMW Group sites were identified based on the 2023 data. For all these 33 sites, we applied the WRI Aqueduct Water Tool and assessed the Baseline Water Stress Indicator which gives us insight whether the facilities are located in a region exposed to water stress with the potential to have a substantive financial or strategic impact on our business (threshold: "high" and "extremely high" in the Baseline Water Stress Indicator). In the reporting year (2023), 2/33 of our production sites, representing approximately 3% of global production, have been identified as being exposed to substantive water risk. These facilities (detailed further in 9.3.1) are the facilities that pose the biggest financial/strategic risk of impact to our organization based on the definition we have given in 2.4. Plant Rosslyn (South Africa): We have identified our production site in the Limpopo River basin that is impacted by water risks in our value chain with the potential to have a substantive impact on our operations (units manufactured in 2023: 68,238). This facility exports 90% of manufactured BMW X3s at this site that are destined for the BMW markets overseas, predominantly in Europe. Plant Chennai (India): We have identified our production site in Chennai that is impacted by water risks in our value chain (e.g. municipal water supply shutdown during drought conditions) with the potential to have a substantive impact on our operations (units manufactured in 2023: 15,264). This facility manufactures a variety of models. Note that for the purpose of reporting, our definition of 'facility' is the same as our definition for a site i.e. for which there could be several different types of factory operating in the same location.

Upstream value chain

(9.3.1) Identification of facilities in the value chain stage

Select from:

☑ No, we have not assessed this value chain stage for facilities with water-related dependencies, impacts, risks, and opportunities, but we are planning to do so in the next 2 years

(9.3.4) Please explain

Currently under evaluation.
[Fixed row]

(9.3.1) For each facility referenced in 9.3, provide coordinates, water accounting data, and a comparison with the previous reporting year.

Row 1

(9.3.1.1) Facility reference number

Select from:

☑ Facility 1

(9.3.1.2) Facility name (optional)

Plant Rosslyn

(9.3.1.3) Value chain stage

Select from:

☑ Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

☑ Dependencies

☑ Impacts

☑ Risks

☑ Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:

☑ Yes, withdrawals and discharges

(9.3.1.7) Country/Area & River basin

South Africa

☑ Limpopo

(9.3.1.8) Latitude

-25.63147

(9.3.1.9) Longitude

28.08478

(9.3.1.10) Located in area with water stress

Select from:

☑ Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

217

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Higher

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

0

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

0

(9.3.1.18) Withdrawals from groundwater - non-renewable

0

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

217

(9.3.1.21) Total water discharges at this facility (megaliters)

157

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

☑ About the same

(9.3.1.23) Discharges to fresh surface water

0

(9.3.1.24) Discharges to brackish surface water/seawater

0

(9.3.1.25) Discharges to groundwater

0

(9.3.1.26) Discharges to third party destinations

157

(9.3.1.27) Total water consumption at this facility (megaliters)

60

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

☑ Much higher

(9.3.1.29) Please explain

Withdrawal: BMW Group's site in Rosslyn relies only on municipal water supply to meet our high water quality requirements, e.g. in our paint shop. Discharge: BMW Group's site in Rosslyn relies only on municipal or industrial wastewater treatment plant as destination for the water discharged from our operations. TOOL USED TO CLASSIFY THE LOCATION OF THE FACILITY AS WATER STRESSED: The Baseline Water Stress Indicator from the WRI Aqueduct Water Tool have been used to measure if a site is located in a water-scarce region (threshold: "high" and "extremely high"). The BMW Group monitors the annual water use of all environmentally-relevant sites. Withdrawals (WDC): 2022: 202 2023: 217 (comparison with previous year: higher, 7%) Discharges: 2022: 163 2023: 157 (comparison with previous year: about the same, -4%) Consumption: 2022: 39 2023: 60 (comparison with previous year: much higher, 54%) Thresholds applied for comparison with previous reporting year: About the same: 10.0% Note: All volumes are sourced and calculated from direct measures.

Row 3

(9.3.1.1) Facility reference number

Select from:

☑ Facility 2

(9.3.1.2) Facility name (optional)

Plant Chennai

(9.3.1.3) Value chain stage

Select from:

☑ Direct operations

(9.3.1.4) Dependencies, impacts, risks, and/or opportunities identified at this facility

Select all that apply

☑ Dependencies

☑ Impacts
☑ Risks
☑ Opportunities

(9.3.1.5) Withdrawals or discharges in the reporting year

Select from:
☑ Yes, withdrawals and discharges

(9.3.1.7) Country/Area & River basin

India
☑ Other, please specify :India East Coast, Delta

(9.3.1.8) Latitude

12.72923

(9.3.1.9) Longitude

80.00622

(9.3.1.10) Located in area with water stress

Select from:
☑ Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

12

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ About the same

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

12

(9.3.1.16) Withdrawals from brackish surface water/seawater

0

(9.3.1.17) Withdrawals from groundwater - renewable

0

(9.3.1.18) Withdrawals from groundwater - non-renewable

0

(9.3.1.19) Withdrawals from produced/entrained water

0

(9.3.1.20) Withdrawals from third party sources

0

(9.3.1.21) Total water discharges at this facility (megaliters)

10

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

☑ About the same

(9.3.1.23) Discharges to fresh surface water

0

(9.3.1.24) Discharges to brackish surface water/seawater

0

(9.3.1.25) Discharges to groundwater

0

(9.3.1.26) Discharges to third party destinations

10

(9.3.1.27) Total water consumption at this facility (megaliters)

2

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

☑ About the same

(9.3.1.29) Please explain

Withdrawal: BMW Group's site in Chennai relies only on rainwater harvesting and municipal water supply. Discharge: BMW Group's site in Chennai relies only on municipal wastewater treatment plant as destination for the sanitary wastewater discharged from our operations. TOOL USED TO CLASSIFY THE LOCATION OF THE FACILITY AS WATER STRESSED: The Baseline Water Stress Indicator from the WRI Aqueduct Water Tool have been used to measure if a site is located in a water-scarce region (threshold: "high" and "extremely high"). The BMW Group monitors the annual water use of all environmentally-relevant sites. Withdrawals (WDC): 2022: 12 2023: 12 (comparison with previous year: about the same, 0%) Discharges: 2022: 10 2023: 10 (comparison with previous year: about the same, 0%) Consumption: 2022: 2 2023: 2 (comparison with previous year: about the same, 0%) Thresholds applied for comparison with previous reporting year: About the same: 10.0% Note: All volumes are sourced and calculated from direct measures.
[Add row]

(9.3.2) For the facilities in your direct operations referenced in 9.3.1, what proportion of water accounting data has been third party verified?

Water withdrawals – total volumes

(9.3.2.1) % verified

Select from:

☑ 76-100

(9.3.2.2) Verification standard used

Standard ISAE 3000: Methodology: PricewaterhouseCoopers GmbH Wirtschaftsprufungsgesellschaft (PwC, Auditing firm) conducted their engagement in accordance with the International Standard on Assurance Engagements (ISAE) 3000 (Revised): "Assurance Engagements other than Audits or Reviews of Historical Financial Information" published by IAASB. PricewaterhouseCoopers GmbH has performed a limited assurance engagement on the disclosures in the "BMW Group Report 2023" of Bayerische Motoren Werke Aktiengesellschaft, Munich.

Water withdrawals – volume by source

(9.3.2.1) % verified

Select from:

☑ 76-100

(9.3.2.2) Verification standard used

Standard ISAE 3000: Methodology: PricewaterhouseCoopers GmbH Wirtschaftsprufungsgesellschaft (Auditing firm) conducted their engagement in accordance with the International Standard on Assurance Engagements (ISAE) 3000 (Revised): "Assurance Engagements other than Audits or Reviews of Historical Financial Information" published by IAASB. PricewaterhouseCoopers GmbH has performed a limited assurance engagement on the disclosures in the "BMW Group Report 2023" of Bayerische Motoren Werke Aktiengesellschaft, Munich.

Water withdrawals – quality by standard water quality parameters

(9.3.2.1) % verified

Select from:

☑ Not verified

(9.3.2.3) Please explain

Water quality is substantial to guarantee the quality of BMW's Group production e.g. the high quality paint of our cars. We measure and monitor continuously the water quality to ensure the fulfilment of our internal quality requirements. Regularly samples are being taken, tested, and reported by an external laboratory to guarantee the legal requirements. But it is not assured by an external official auditor.

Water discharges – total volumes

(9.3.2.1) % verified

Select from:

☑ 76-100

(9.3.2.2) Verification standard used

Standard ISAE 3000: Methodology: PricewaterhouseCoopers GmbH Wirtschaftsprufungsgesellschaft (Auditing firm) conducted their engagement in accordance with the International Standard on Assurance Engagements (ISAE) 3000 (Revised): "Assurance Engagements other than Audits or Reviews of Historical Financial Information" published by IAASB. PricewaterhouseCoopers GmbH has performed a limited assurance engagement on the disclosures in the "BMW Group Report 2023" of Bayerische Motoren Werke Aktiengesellschaft, Munich.

Water discharges – volume by destination

(9.3.2.1) % verified

Select from:

☑ 76-100

(9.3.2.2) Verification standard used

Standard ISAE 3000: Methodology: PricewaterhouseCoopers GmbH Wirtschaftsprufungsgesellschaft (Auditing firm) conducted their engagement in accordance with the International Standard on Assurance Engagements (ISAE) 3000 (Revised): "Assurance Engagements other than Audits or Reviews of Historical Financial Information" published by IAASB. PricewaterhouseCoopers GmbH has performed a limited assurance engagement on the disclosures in the "BMW Group Report 2023" of Bayerische Motoren Werke Aktiengesellschaft, Munich.

Water discharges – volume by final treatment level

(9.3.2.1) % verified

Select from:

☑ 76-100

(9.3.2.2) Verification standard used

Standard ISAE 3000: Methodology: PricewaterhouseCoopers GmbH Wirtschaftsprufungsgesellschaft (Auditing firm) conducted their engagement in accordance with the International Standard on Assurance Engagements (ISAE) 3000 (Revised): "Assurance Engagements other than Audits or Reviews of Historical Financial Information" published by IAASB. PricewaterhouseCoopers GmbH has performed a limited assurance engagement on the disclosures in the "BMW Group Report 2023" of Bayerische Motoren Werke Aktiengesellschaft, Munich.

Water discharges – quality by standard water quality parameters

(9.3.2.1) % verified

Select from:

☑ 76-100

(9.3.2.2) Verification standard used

Standard ISAE 3000: Methodology: PricewaterhouseCoopers GmbH Wirtschaftsprufungsgesellschaft (Auditing firm) conducted their engagement in accordance with the International Standard on Assurance Engagements (ISAE) 3000 (Revised): "Assurance Engagements other than Audits or Reviews of Historical Financial Information" published by IAASB. PricewaterhouseCoopers GmbH has performed a limited assurance engagement on the disclosures in the "BMW Group Report 2023" of Bayerische Motoren Werke Aktiengesellschaft, Munich.

Water consumption – total volume

(9.3.2.1) % verified

Select from:

☑ 76-100

(9.3.2.2) Verification standard used

Standard ISAE 3000: Methodology: PricewaterhouseCoopers GmbH Wirtschaftsprufungsgesellschaft (Auditing firm) conducted their engagement in accordance with the International Standard on Assurance Engagements (ISAE) 3000 (Revised): "Assurance Engagements other than Audits or Reviews of Historical Financial Information" published by IAASB. PricewaterhouseCoopers GmbH has performed a limited assurance engagement on the disclosures in the "BMW Group Report 2023" of Bayerische Motoren Werke Aktiengesellschaft, Munich.
[Fixed row]

(9.4) Could any of your facilities reported in 9.3.1 have an impact on a requesting CDP supply chain member?

Select from:
☑ This is confidential

(9.5) Provide a figure for your organization's total water withdrawal efficiency.

(9.5.1) Revenue (currency)

155498000000

(9.5.2) Total water withdrawal efficiency

30797781.74

(9.5.3) Anticipated forward trend

Due to the implementation of strategic programs, the company's revenues are supposed to increase while total water withdrawals are assumed to slightly decrease. Hence the total water withdrawal efficiency is expected to improve in the future.
[Fixed row]

(9.13) Do any of your products contain substances classified as hazardous by a regulatory authority?

	Products contain hazardous substances
	Select from: ☑ Yes

[Fixed row]

(9.13.1) What percentage of your company's revenue is associated with products containing substances classified as hazardous by a regulatory authority?

Row 1

(9.13.1.1) Regulatory classification of hazardous substances

Select from:

☑ Annex XVII of EU REACH Regulation

(9.13.1.2) % of revenue associated with products containing substances in this list

Select from:

☑ More than 80%

(9.13.1.3) Please explain

i) EXPLAIN WHY PRODUCTS CONTAIN HAZARDOUS SUBSTANCES Inevitably, complex products for individual mobility (vehicles with conventional drivetrain, PHEV, BEV) contain hazardous substances (e.g. oils, brake fluids, coolants) in certain quantities for their function, but these do not pose a risk to humans or the environment if used and disposed of properly. The BMW Group's electrified vehicles are characterised by high efficiency and thus low consumption when driving. However, the BMW Group has greater aspirations: its vehicles need to be as eco-friendly as possible, not only during their locally carbon-free use phase, but also in terms of their overall footprint, including the supply chain and production. Other approaches to mitigating the environmental impacts include recycling and reusing high-voltage storage units from our BEV and PHEV models. ii) INDICATE OPPORTUNITIES TO REDUCE THE % The BMW Group aspires to comply with all legal requirements regarding the use and handling of pollutants at every link in the value chain and also insists on corresponding requirements throughout its entire supply chain. To the extent possible, the use of problematic substances is ruled out right from the vehicle design stage. In this respect we use the Global Automotive

Declarable Substance List (GADSL) as a guideline. At the same time, we are working to reduce pollutant emissions in the interior of our vehicles to an absolute minimum.
[Add row]

(9.14) Do you classify any of your current products and/or services as low water impact?

(9.14.1) Products and/or services classified as low water impact

Select from:
☑ Yes

(9.14.2) Definition used to classify low water impact

The BMW Group considers all its products as having a lower detrimental impact on water resources, water quality and ecosystems than the market norm or than our previous products (THRESHOLD for classification as low water impact) BECAUSE we constantly progress in our COMPANY-WIDE targets to • reduce 25% of potable water consumption per vehicle produced by 2030 (base year: 2016); and • safeguard 100% compliance with BMW-specific processes for wastewater standards that are valid for all our global production sites. These targets are valid for all our production sites. For CONTINOUS improvement of water efficiency at all our production facilities, the BMW Group has invested on average EUR 40 million p.a. for water efficiency (in this order of magnitude also in 2023) in high-end technologies such as • dry separation: the principle of dry separation is an initiative for saving water in the painting process. The air contaminated with paint particles is cleaned using a special recirculation system and cardboard filters instead of "washing out" the excess paint particles with water. • recooling: water is also needed in automotive manufacturing to cool machines down and humidify air in air-conditioning systems. A lot of water evaporates during hot weather in particular. The loss of evaporated water is reduced by using closed instead of open cooling circuits. This is why the BMW Group is increasingly using hybrid coolers when modernising recooling systems. These technologies and process improvements are piloted and then subsequently rolled out to all production sites. This is WHY we define all our products as "low water impact".

(9.14.4) Please explain

The BMW Group has set ambitious water-related targets (see 9.15.2). Since these targets are valid for all our production sites, we consider all our products as "low water impact". We are taking steps to introduce sustainable innovations throughout the infrastructure and facilities, and we have continuously been working on long-term solutions to minimise the impact by acting responsibly. Our efforts to minimize water impacts go beyond regulatory requirements and are aligned with our sustainability strategy as part of our BWM Group Strategy. Therefore, we classify all our products and services as low water impact.
[Fixed row]

(9.15) Do you have any water-related targets?

Select from:
☑ Yes

(9.15.1) Indicate whether you have targets relating to water pollution, water withdrawals, WASH, or other water-related categories.

	Target set in this category	Please explain
Water pollution	*Select from:* ☑ Yes	*Rich text input [must be under 1000 characters]*
Water withdrawals	*Select from:* ☑ Yes	*Rich text input [must be under 1000 characters]*
Water, Sanitation, and Hygiene (WASH) services	*Select from:* ☑ Yes	*Rich text input [must be under 1000 characters]*
Other	*Select from:* ☑ No, and we do not plan to within the next two years	*Other water-related categories are not relevant to our operations.*

[Fixed row]

(9.15.2) Provide details of your water-related targets and the progress made.

Row 1

(9.15.2.1) Target reference number

Select from:
☑ Target 1

(9.15.2.2) Target coverage

Select from:

☑ Organization-wide (direct operations only)

(9.15.2.3) Category of target & Quantitative metric

Water pollution

☑ Other water pollution, please specify :% of sites adhere with BMW-specific process for wastewater standards

(9.15.2.4) Date target was set

08/31/2017

(9.15.2.5) End date of base year

12/30/2016

(9.15.2.6) Base year figure

100

(9.15.2.7) End date of target year

12/30/2023

(9.15.2.8) Target year figure

100

(9.15.2.9) Reporting year figure

100

(9.15.2.10) Target status in reporting year

Select from:

☑ Achieved

(9.15.2.12) Global environmental treaties/initiatives/ frameworks aligned with or supported by this target

Select all that apply

☑ Sustainable Development Goal 6

(9.15.2.13) Explain target coverage and identify any exclusions

This target is applied for all operations worldwide and, in addition, BMW-specific process wastewater standards introduced at all our plants, which sometimes considerably exceed local regulations, i.e. we do not use water from sensitive water sources (water from nature conservation areas). It covers clean water and sanitation.

(9.15.2.15) Actions which contributed most to achieving or maintaining this target

At the end of 2023, our target to adhere 100% with BMW-specific wastewater standards at all operations and sites worldwide was achieved. This was ensured by the introduction of BMW wide standards for wastewater treatment and continuous monitoring. Monitoring through indicators, continuously measured, is basic for improvements. Specifically for legal purposes, we monitor the quality of water in our production plants and other facilities, such as distribution center and branch offices, to ensure the quality of the water discharged. In our offices in general, monitoring and testing of quality is done by public authorities or external entities, such as laboratories regularly. In sites, we monitor water quality regularly and report it monthly to the senior management level.

(9.15.2.16) Further details of target

MOTIVATION: The BMW Group's goal at Group level as well as for each site/location worldwide is to limit materials / heat input into wastewater to volumes/quantities that will not overtax natural decomposition / regeneration processes. 100% of BMW Group's wastewater is discharged into the sewage water system. The BMW Group measures water discharged separated into sanitary wastewater and process wastewater, and, for process wastewater (for all sites with paint shops), COD, AOx and heavy metal content in each production site. LEGAL COMPLIANCE is basic for all our operations. The BMW Group has defined a global best practice approach and standard that takes into account at least full local compliance but also requirements that go beyond this. It is our TARGET to continuously adhere to our global standard 100%. UNIT OF METRIC: The basis is our 100% adherence target (% of operations and sites worldwide) to be compliant with BMW-specific process for wastewater standards.

Row 2

(9.15.2.1) Target reference number

Select from:

☑ Target 2

(9.15.2.2) Target coverage

Select from:

☑ Organization-wide (direct operations only)

(9.15.2.3) Category of target & Quantitative metric

Water withdrawals

☑ Reduction in withdrawals per product

(9.15.2.4) Date target was set

06/30/2021

(9.15.2.5) End date of base year

12/30/2016

(9.15.2.6) Base year figure

2.05

(9.15.2.7) End date of target year

12/30/2030

(9.15.2.8) Target year figure

1.54

(9.15.2.9) Reporting year figure

1.78

(9.15.2.10) Target status in reporting year

Select from:

☑ Underway

(9.15.2.11) % of target achieved relative to base year

53

(9.15.2.12) Global environmental treaties/initiatives/ frameworks aligned with or supported by this target

Select all that apply

☑ Planetary Boundaries

☑ Sustainable Development Goal 6

(9.15.2.13) Explain target coverage and identify any exclusions

The efficiency indicator is calculated from potable water consumption measured for automobile production (BMW Group plants including BMW Brilliance Automotive Ltd., excluding partner plants and contract manufacturing) divided by the number of vehicles produced (BMW Group plants including BMW Brilliance Automotive Ltd. and partner plants, excluding contract manufacturing). Motorcycle production and administrative branches are excluded.

(9.15.2.14) Plan for achieving target, and progress made to the end of the reporting year

Implementation of measures to reduce potable water consumption through internal targeting. At the end of 2023, we have already achieved 53% of our 2030 target. We are on track to meet this target.

(9.15.2.16) Further details of target

MOTIVATION: In 2021, the BMW Group set the target to reduce potable water consumption per vehicle produced by 25 % by 2030. The motivation for the target stemmed from a corporate objective on reducing its energy and potable water consumption, waste for disposal, and the amount of solvents used per vehicle produced by 25 % in each category by 2030 (base year 2016). UNIT OF METRIC: Progress is monitored using m3 as the unit of measurement. Water consumption by vehicle has been measured since 2006. The efficiency indicator is calculated from potable water consumption measured for automobile production (BMW Group plants including BMW Brilliance Automotive Ltd., excluding partner plants and contract manufacturing) divided by the number of vehicles produced (BMW Group plants including BMW Brilliance Automotive Ltd. and partner plants, excluding contract manufacturing). Potable water consumption refers to water purchased from external water suppliers. If a BMW Group site does not purchase water from an external supplier, the primary source of supply is counted as potable water. This method applies to the BMW Group plants in San Luis Potosi (Mexico) and Araquari (Brazil) where groundwater is the main source of supply.

Row 3

(9.15.2.1) Target reference number

Select from:

☑ Target 3

(9.15.2.2) Target coverage

Select from:

☑ Site/facility

(9.15.2.3) Category of target & Quantitative metric

Water withdrawals

☑ Increase in rainwater harvesting

(9.15.2.4) Date target was set

06/30/2020

(9.15.2.5) End date of base year

12/30/2019

(9.15.2.6) Base year figure

0

(9.15.2.7) End date of target year

12/30/2023

(9.15.2.8) Target year figure

40

(9.15.2.9) Reporting year figure

100

(9.15.2.10) Target status in reporting year

Select from:

☑ Achieved

(9.15.2.11) % of target achieved relative to base year

250

(9.15.2.12) Global environmental treaties/initiatives/ frameworks aligned with or supported by this target

Select all that apply

☑ Sustainable Development Goal 6

(9.15.2.13) Explain target coverage and identify any exclusions

The target only applies to our plant in Chennai, India BECAUSE the production is exposed to the risk of water shortages.

(9.15.2.15) Actions which contributed most to achieving or maintaining this target

Implementation of rainwater storage measures. In 2023, about 11,881 m3 of rainwater have been collected and utilized for water leak test and other requirements. This amount covers up to 100% of the plant's water needs in 2023.

(9.15.2.16) Further details of target

MOTIVATION: The company pays particular attention to carefully using water in regions where there is a shortage of water, respecting the natural conditions of the respective locations. Since water shortage is a serious issue at our plant in Chennai, we installed in 2020 two rainwater harvesting ponds with a total capacity of 2,000 m3 to collect of rainwater during the monsoon season. In 2020, we set the target to cover 40% of the plant's water need in 2023. UNIT OF METRIC: Progress is monitored using % as the unit of measurement.

Row 4

(9.15.2.1) Target reference number

Select from:

☑ Target 4

(9.15.2.2) Target coverage

Select from:

☑ Organization-wide (direct operations only)

(9.15.2.3) Category of target & Quantitative metric

Water, Sanitation, and Hygiene (WASH) services

☑ Other WASH, please specify :% access to fully functioning, safely managed WASH services for all employees

(9.15.2.4) Date target was set

06/30/2021

(9.15.2.5) End date of base year

12/30/2020

(9.15.2.6) Base year figure

100

(9.15.2.7) End date of target year

12/30/2023

(9.15.2.8) Target year figure

100

(9.15.2.9) Reporting year figure

100

(9.15.2.10) Target status in reporting year

Select from:

☑ Achieved

(9.15.2.12) Global environmental treaties/initiatives/ frameworks aligned with or supported by this target

Select all that apply

☑ Sustainable Development Goal 6

(9.15.2.13) Explain target coverage and identify any exclusions

Providing fully-functioning WASH services for all employees as a Group-wide standard. This target is ORGANIZATION-WIDE in scope since WASH services are provided for all employees of the BMW Group.

(9.15.2.15) Actions which contributed most to achieving or maintaining this target

Compliance with Group-wide established standards and availability of water and sewage systems is part of site selection process. In 2023, we provided fully-functioning WASH services to all employees of the BMW Group, therefore our target was achieved 100%. In our offices monitoring and testing of water quality is done in general by public authorities or external entities, such as laboratories regularly. In specific cases the quality of drinking water supplied by the company is monitored continuously (e.g. in China).

(9.15.2.16) Further details of target

MOTIVATION: Providing fully-functioning WASH services for all employees is a matter of course for the BMW Group, simply from a hygienic point of view. BMW Group has signed the WBCSD WASH pledge. BMW Group standard requirements apply as e.g. compliance with local and national laws/regulations concerning water quality, processes in place to guarantee compliance, disposal of sanitary wastewater, safe disposal of sanitary products, awareness building measures (e.g. trainings or intranet campaigns), monitoring and reporting on water-related diseases in the workforce. UNIT OF METRIC: Progress is monitored using % as the unit of measurement.
[Add row]

C10. Environmental performance - Plastics

(10.1) Do you have plastics-related targets, and if so what type?

(10.1.1) Targets in place

Select from:

☑ Yes

(10.1.2) Target type and metric

Plastic goods/products

☑ Other plastic goods/products target, please specify :Increase the proportion of secondary raw material content in plastic goods/products

(10.1.3) Please explain

The significance of the circular economy concept continues to grow against a backdrop of increasingly scarce resources, upward price trends on raw materials markets, geopolitical tensions and the need to meet sustainability targets. For these reasons, the BMW Group is taking further steps to increase the proportion of secondary materials in its products and thus reduce its dependence on primary raw materials. This applies to almost all materials in the vehicle - plastics are a subset here. The BMW Group already uses a certain extent, depending on the vehicle, of secondary materials to manufacture its vehicles. In line with the "Secondary First" approach, we aim to increase the use of secondary materials going forward, taking both technical feasibility and market availability into account. Within the framework of selected product, material and supplier requirements, we have therefore decided to give preference to secondary materials in our future vehicles. All secondary and primary materials used by the BMW Group must meet the same high standards of quality, safety and reliability. The use of high-quality secondary materials significantly reduces our vehicles' carbon footprint. As an example, plastics in the floor trim of the MINI Countryman contain approx. 90% secondary material. [Fixed row]

(10.2) Indicate whether your organization engages in the following activities.

Production/commercialization of plastic polymers (including plastic converters)

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

N/A

Production/commercialization of durable plastic goods and/or components (including mixed materials)

(10.2.1) Activity applies

Select from:

☑ Yes

(10.2.2) Comment

Compared to the purchased parts, however, only a small share is produced in-house.

Usage of durable plastics goods and/or components (including mixed materials)

(10.2.1) Activity applies

Select from:

☑ Yes

(10.2.2) Comment

Purchased parts.

Production/commercialization of plastic packaging

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

N/A

Production/commercialization of goods/products packaged in plastics

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

N/A

Provision/commercialization of services that use plastic packaging (e.g., food services)

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

N/A

Provision of waste management and/or water management services

(10.2.1) Activity applies

Select from:

☑ No

(10.2.2) Comment

N/A

Provision of financial products and/or services for plastics-related activities

(10.2.1) Activity applies

Select from:
☑ No

(10.2.2) Comment

N/A

Other activities not specified

(10.2.1) Activity applies

Select from:
☑ No

(10.2.2) Comment

N/A
[Fixed row]

(10.4) Provide the total weight of plastic durable goods and durable components produced, sold and/or used, and indicate the raw material content.

Durable goods and durable components sold

(10.4.2) Raw material content percentages available to report

Select all that apply

☑ None

(10.4.7) Please explain

We are in the process of building the appropriate transparency and metrics.

Durable goods and durable components used

(10.4.1) Total weight during the reporting year (Metric tons)

887000

(10.4.2) Raw material content percentages available to report

Select all that apply

☑ None

(10.4.7) Please explain

*We are in the process of building the appropriate transparency and metrics. Estimated calculation for 2023: The number of vehicles produced (BMW Group plants, partner plants and contract manufacturing) increased year-on-year to around 2.66 million vehicles (2022: around 2.38 million). Based on an average vehicle weight of BMW Group vehicles of around 2.0 tonnes, the total weight of input materials is around 4.9 million tonnes. Average distribution of plastics in BMW Group vehicles: Thermoplastic resins [12.5%], Elastomers (e.g. tyres, seals) [3.6%] and Duromers [2.0%], in total 18.1% of input materials, 18.1% * 4,900,000 887,000 t plastics [Fixed row]*

(10.6) Provide the total weight of waste generated by the plastic you produce, commercialize, use and/or process and indicate the end-of-life management pathways.

Production of plastic

(10.6.12) Please explain

To minimise the total volume of waste generated, the BMW Group utilises coordinated recycling and processing concepts that are adapted to the specific waste streams at its various plants, regionally applicable statutory regulations and local waste management structures. In 2023, a total of 99.4% (2022: 99.3%) of the waste

generated by production was either recycled or recovered. The amount of waste for disposal per vehicle produced in the automobile production fell significantly by 22.6% year on year to 2.12 kg (2022: 2.74 kg). The BMW Group intends to maintain its high rates of recycling and recovery as it gradually transitions to electric mobility.

Commercialization of plastic

(10.6.12) Please explain

N/A

Usage of plastic

(10.6.12) Please explain

All BMW Group vehicles sold since 2008 meet the currently applicable worldwide requirements for the recycling of end-of-life vehicles, components and materials. Vehicles (except for motorcycles) are already currently required to be 85% recyclable or 95% recoverable including thermal utilisation (based on vehicle weight). We promote the recovery of end-of-life vehicles, components and materials in order to retain them in various material cycles as a source of secondary raw material. The Car2Car project focuses on the recycling of aluminium, steel, glass, copper and plastic. Together with representatives of the recycling industry, raw materials processors and the scientific community, the BMW Group is leading a project to improve the quality of secondary raw materials obtained from the recycling of end-of-life vehicles. Innovative dismantling and automated sorting processes will enable materials to be extracted (for recycling) to a far greater extent than previously. [Fixed row]

C11. Environmental performance - Biodiversity

(11.2) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

(11.2.1) Actions taken in the reporting period to progress your biodiversity-related commitments

Select from:

☑ Yes, we are taking actions to progress our biodiversity-related commitments

(11.2.2) Type of action taken to progress biodiversity- related commitments

Select all that apply

☑ Land/water management

☑ Other, please specify :assessment of fields of action and development of strategic direction, on-site environmental assessment

[Fixed row]

(11.3) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?
	Select from: ☑ No

[Fixed row]

(11.4) Does your organization have activities located in or near to areas important for biodiversity in the reporting year?

Legally protected areas

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☑ Yes

(11.4.2) Comment

N/A

UNESCO World Heritage sites

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☑ Not assessed

(11.4.2) Comment

N/A

UNESCO Man and the Biosphere Reserves

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☑ Not assessed

(11.4.2) Comment

N/A

Ramsar sites

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☑ Not assessed

(11.4.2) Comment

N/A

Key Biodiversity Areas

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☑ Yes

(11.4.2) Comment

As part of the strategic site selection process, locations in protected areas are avoided. In an initial analysis, selected BMW Group sites located in the proximity of biodiversity conservation areas were examined for possible negative impacts using external analyses. For the sites examined, it was determined that no significant impacts on the neighboring protected areas are apparent. Remedial measures are therefore not required. This approach will be further pursued and institutionalized.

Other areas important for biodiversity

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

☑ Yes

(11.4.2) Comment

Upstream: ERC Hutan Harapan (Ecosystem Restoration Concession) We initiated and support the project “Living rubber” (together with Pirelli and BirdLife International) focused on sustainable and deforestation-free natural rubber, biodiversity monitoring, forest protection and support of local communities. No direct link between BMW supply chain and this program for the moment. The project provides agriculture training, forest patrolling, biodiversity monitoring, women empowerment etc.
[Fixed row]

(11.4.1) Provide details of your organization’s activities in the reporting year located in or near to areas important for biodiversity.

Row 1

(11.4.1.2) Types of area important for biodiversity

Select all that apply
☑ Other areas important for biodiversity

(11.4.1.4) Country/area

Select from:
☑ Indonesia

(11.4.1.5) Name of the area important for biodiversity

ERC Hutan Harapan (Ecosystem Restoration Concession)

(11.4.1.6) Proximity

Select from:
☑ Data not available

(11.4.1.8) Briefly describe your organization’s activities in the reporting year located in or near to the selected area

We initiated and support the project “Living Rubber” (together with Pirelli and BirdLife International) focused on sustainable and deforestation-free natural rubber, biodiversity monitoring, forest protection and support of local communities.

(11.4.1.9) Indicate whether any of your organization’s activities located in or near to the selected area could negatively affect biodiversity

Select from:

☑ No

(11.4.1.11) Explain how your organization’s activities located in or near to the selected area could negatively affect biodiversity, how this was assessed, and describe any mitigation measures implemented

Not applicable: No direct link between BMW supply chain and this program for the moment. The project provides agriculture training, forest patrolling, biodiversity monitoring, women empowerment etc.
[Add row]

C13. Further information & sign off

(13.1) Indicate if any environmental information included in your CDP response (not already reported in 7.9.1/2/3, 8.9.1/2/3/4, and 9.3.2) is verified and/or assured by a third party?

	Other environmental information included in your CDP response is verified and/or assured by a third party
	Select from: ☑ Yes

[Fixed row]

(13.1.1) Which data points within your CDP response are verified and/or assured by a third party, and which standards were used?

Row 1

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Climate change

(13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Climate change

☑ Year on year change in absolute emissions (Scope 1 and 2)

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000

(13.1.1.4) Further details of the third-party verification/assurance process

Please read page 252-254 / BMW Group Report 2023, Responsibility Statement and Auditors Report: Independent Practitioner's Report where it is stated that the disclosures denoted with the symbol "[[…]]" and the disclosures in the sections "Dialog with Stakeholders", "Further GRI Information" and "SASB-Index" had been verified in limited assurance. We report e.g. since several years year by year Scope 1, 2 & 3 emission figures, compare them to previous years as well as with respect to our targets. Assured Scope 1, 2 & 3 from 2019 until 2023 can be found on page 307-308 of the BMW Group Report 2023.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

CDP Verification Template BMW Bericht 2023_inkl RAS_20240913.pdf

Row 2

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Climate change

(13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Climate change

☑ Year on year change in absolute emissions (Scope 3)

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000

(13.1.1.4) Further details of the third-party verification/assurance process

Please read page 252-254 / BMW Group Report 2023, Responsibility Statement and Auditors Report: Independent Practitioner's Report where it is stated that the disclosures denoted with the symbol "[[…]]"and the disclosures in the sections "Dialog with Stakeholders", "Further GRI Information" and "SASB-Index" had been verified in limited assurance. We report e.g. since several years year by year Scope 1, 2 & 3 emission figures, compare them to previous years as well as with respect to our targets. Assured Scope 1, 2 & 3 from 2019 until 2023 can be found on page 307-308 of the BMW Group Report 2023.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

CDP Verification Template BMW Bericht 2023_inkl RAS_20240913.pdf

Row 3

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Climate change

(13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Climate change

☑ Electricity/Steam/Heat/Cooling consumption

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000

(13.1.1.4) Further details of the third-party verification/assurance process

Please read page 252-254 / BMW Group Report 2023, Responsibility Statement and Auditors Report: Independent Practitioner's Report where it is stated that the disclosures denoted with the symbol "[[…]]" and the disclosures in the sections "Dialog with Stakeholders", "Further GRI Information" and "SASB-Index" had been verified in limited assurance. We report energy consumption figures from 2019 to 2023 on page 309 of the BMW Group Report 2023.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

CDP Verification Template BMW Bericht 2023_inkl RAS_20240913.pdf

Row 4

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Climate change

(13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Climate change

☑ Renewable Electricity/Steam/Heat/Cooling consumption

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000

(13.1.1.4) Further details of the third-party verification/assurance process

Please read page 252-254 / BMW Group Report 2023, Responsibility Statement and Auditors Report: Independent Practitioner's Report where it is stated that the disclosures denoted with the symbol "[[…]]"and the disclosures in the sections "Dialog with Stakeholders", "Further GRI Information" and "SASB-Index" had been verified in limited assurance. We report e.g. since several years year by year Scope 1, 2 & 3 emission figures, compare them to previous years as well as with respect to our targets. Assured Scope 1, 2 & 3 emission figures from 2019 until 2023 can be found on page 307-308 of the BMW Group Report 2023. Our market-based emissions are verified and with them all renewable energy products.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

CDP Verification Template BMW Bericht 2023_inkl RAS_20240913.pdf

Row 5

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Climate change

(13.1.1.2) Disclosure module and data verified and/or assured

Business strategy

☑ Other data point in module 5, please specify :Supplier engagement

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000

(13.1.1.4) Further details of the third-party verification/assurance process

Please read page 252-254 / BMW Group Report 2023, Responsibility Statement and Auditors Report: Independent Practitioner's Report where it is stated that the disclosures denoted with the symbol "[[…]]"and the disclosures in the sections "Dialog with Stakeholders", "Further GRI Information" and "SASB-Index" had been verified in limited assurance. We report e.g. on page 111-114 and 313 on our supply chain engagement. An overview of our stakeholder engagement can be found on page 32-34.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

CDP Verification Template BMW Bericht 2023_inkl RAS_20240913.pdf

Row 6

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Climate change

(13.1.1.2) Disclosure module and data verified and/or assured

Business strategy

☑ Sustainable finance taxonomy aligned spending/revenue

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000

(13.1.1.4) Further details of the third-party verification/assurance process

Please read page 252-254 / BMW Group Report 2023, Responsibility Statement and Auditors Report: Independent Practitioner's Report where it is stated that the disclosures denoted with the symbol "[[…]]"and the disclosures in the sections "Dialog with Stakeholders", "Further GRI Information" and "SASB-Index" had been verified in limited assurance. We report on page 78-89 on the EU Taxonomy.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

CDP Verification Template BMW Bericht 2023_inkl RAS_20240913.pdf

Row 7

(13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

☑ Water

(13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Water security

☑ Other data point in module 9, please specify **:**Total water withdrawals, water withdrawals by source, total waste water, water discharged separated into sanitary wastewater and process wastewater, and, for process wastewater (for all sites with paint shops), COD, AOx and heavy metal content.

(13.1.1.3) Verification/assurance standard

General standards

☑ ISAE 3000

(13.1.1.4) Further details of the third-party verification/assurance process

Please read page 252-254 / BMW Group Report 2023, Responsibility Statement and Auditors Report: Independent Practitioner's Report where it is stated that the disclosures denoted with the symbol "[[…]]"and the disclosures in the sections "Dialog with Stakeholders", "Further GRI Information" and "SASB-Index" had been verified in limited assurance. We report e.g. since several years year by year water accounting figures, compare them to previous years as well as with respect to our targets. Assured water accounting figures from 2019 until 2023 can be found on page 311 of the BMW Group Report 2023.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

CDP Verification Template BMW Bericht 2023_inkl RAS_20240913.pdf
[Add row]

(13.2) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

(13.2.1) Additional information

Additional information to 4.11.2: The BMW Group is member in certain trade and industry associations / car manufacturer associations that address different topics relevant for the business success of the company. The aim of our engagement in associations is to bundle common interests and assure one-voice-policy while considering competitive rules. In the document "BMW Group key memberships" on our website, which is not exhaustive, you can find a list of some of the key associations where the BMW Group is a member. Additional information to 9.13: The BMW Group is committed to the sustainable use of materials and substances. In doing so, it not only ensures that the selection and use of chemical substances and materials complies with the law, but also incorporates new scientific findings into development at an early stage. The "Approval of Chemical Products" process ensures that only chemical products tested are used in the company worldwide and that all the necessary safety measures are observed when these products are used. This ensures comprehensive protection against chemical products for BMW Group employees, the environment and customers. Components of BMW Group automobiles and motorcycles are documented with their materials and chemical contents in material data sheets, which are entered by suppliers into the IMDS (International Material Data System). The associated "Material Data Sheet" process ensures that only materials are used that meet the high requirements for material recycling and do not contain any hazardous chemical ingredients. Through these two defined processes, the BMW Group verifies compliance with legal requirements (e.g. End-of-Life Vehicles Directive, Hazardous Substances Ordinance, REACH legislation). BMW Group Supplier Code of Conduct: https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf The BMW Group regards adherence to sustainability standards within its supply chain as an important lever for minimizing risks. This is why the BMW Group Supplier Code of Conduct (developed from BMW Group's sustainability standard for the supplier network) was updated in 2022 in the context of the Supply Chain Due Diligence Act. It summarises the BMW Group's minimum requirements and expectations for the global

supplier network in accordance with internationally recognised standards and guidelines for ESG topics. The BMW Group Supplier Code of Conduct requires, among other issues, the responsible use of water and an effective management system to address water quality, consumption, and management. The BMW Group Supplier Code of Conduct forms an integral part of the purchasing terms and conditions of the BMW Group and is therefore ESTABLISHED IN THE REQUIREMENTS OF OUR CONTRACTS with our direct suppliers. We also expect them to pass on the requirements to the respective sub-suppliers, where relevant. Compliance with these requirements is verified using the Drive Sustainability self-assessment questionnaire, among other tools. The use of the self-assessment questionnaire is also determined in the Supplier Code of Conduct. Self-Assessment Questionnaire (SAQ): https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2023/BMWGroup_requirements.pdf The BMW Group assesses nominated and potential supplier locations worldwide based on the industry-wide Drive Sustainability questionnaire. This 'Drive Sustainability questionnaire' also contains questions related to water quality, consumption, and management. This information is obtained from new suppliers as part of the tendering process. A traffic light format rating shows compliance with BMW Group's basic requirements. These basic requirements are required to be implemented by the supplier by the time of the start of production, at the latest. Important note: For all questions in the entire report asking for a "comparison with previous reporting year" and "five year forecast" thresholds, the graduation is done as follows: • much lower: less than -10.0% • lower: -9.9% to -5.0% • about the same: -4.9% to 4.9% • higher: 5.0% to 9.9% • much higher: more than 10.0%

(13.2.2) Attachment (optional)

241015_BMW_CDP-2024_13-2.pdf
[Fixed row]

(13.3) Provide the following information for the person that has signed off (approved) your CDP response.

(13.3.1) Job title

Chairman of the Board of Management

(13.3.2) Corresponding job category

Select from:
☑ Chief Executive Officer (CEO)
[Fixed row]

(13.4) Please indicate your consent for CDP to share contact details with the Pacific Institute to support content for its Water Action Hub website.

Select from:

☑ Yes, CDP may share our Disclosure Submission Lead contact details with the Pacific Institute