BMW AG

CDP Corporate Questionnaire 2025
Climate Change, Water Security

Covering FY 2024

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.
Read full terms of disclosure

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09/16/2025, 12:52 pm

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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 108 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. Our core BMW brand maintained its position as the global number one in its segment last year. BMW's share of the premium segment climbed to 21.7%. 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 33 production plants and delivering to customers in more than 140 markets (including importers' 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 CO2e-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 chain starting with the mining of raws, decarbonizing the supply chain e.g. by using renewable energy where available and taking steps towards a more circular economy are prime objectives firmly embedded in the corporate strategy. 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 as 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 KPIs 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.

	End date of reporting year	Alignment of this reporting period with your financial reporting period	Indicate if you are providing emissions data for past reporting years
	12/31/2024	*Select from:* ☑ Yes	*Select from:* ☑ No

[Fixed row]

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

142380000000

(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:

☑ Yes

(1.6.2) Provide your unique identifier

Example: XS3075491152; conclusive list see 13.2

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:

☑ Yes

(1.6.2) Provide your unique identifier

B0Z5366

LEI number

(1.6.1) Does your organization use this unique identifier?

Select from:

☑ Yes

(1.6.2) Provide your unique identifier

YEH5ZCD6E441RHVHD759

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
☑ Egypt
☑ India
☑ Italy
☑ Japan
☑ Greece
☑ Israel
☑ Malta
☑ Spain
☑ Brazil
☑ Canada
☑ France
☑ Sweden
☑ Austria

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

(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 Group 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

12.72

(1.8.1.3) Longitude

80.01

(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

-3.04

(1.8.1.3) Longitude

-60.02

(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

-25.63

(1.8.1.3) Longitude

28.09

(1.8.1.4) Comment

South Africa

Row 16

(1.8.1.1) Identifier

San Luis Potosí

(1.8.1.2) Latitude

21.97

(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

48.31

(1.8.1.3) Longitude

12.23

(1.8.1.4) Comment

Germany

Row 23

(1.8.1.1) Identifier

Debrecen

(1.8.1.2) Latitude

47.57

(1.8.1.3) Longitude

21.52

(1.8.1.4) Comment

Hungary

Row 24

(1.8.1.1) Identifier

Shenyang (Lydia)

(1.8.1.2) Latitude

41.66

(1.8.1.3) Longitude

123.14

(1.8.1.4) Comment

China

Row 25

(1.8.1.1) Identifier

Spotlight

(1.8.1.2) Latitude

31.93

(1.8.1.3) Longitude

120.55

(1.8.1.4) Comment

China
[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

☑ Downstream 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

The BMW Group believes that its ability to create value and perform at a high level lies in balancing its economic, environmental and social responsibilities. The BMW Group has a long tradition of being responsible and forward-thinking when it comes to environmental protection, our people and our commitment to society. In recent years we have expanded our focus beyond our own operations to our entire value chain, including our upstream supply chains and the lifecycle of our products after they have been delivered to our customers. 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 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 regularly. 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. 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 CO2e reduction. Measures to reduce CO2e emissions, in particular usage of electricity from renewable sources 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

☑ Preparation for reuse

☑ 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)

1

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

The timeframes for collecting and assessing material impacts, risks and opportunities are aligned with our long-term corporate planning. The short-term period corresponds to the reporting year (2024).

Medium-term

(2.1.1) From (years)

1

(2.1.3) To (years)

12

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

The timeframes for collecting and assessing material impacts, risks and opportunities are aligned with our long-term corporate planning. The short-term period corresponds to the reporting year. In terms of material impacts, risks and opportunities, the medium-term time horizon covers the period from 2025 to 2030. For the main climate-related impacts, risks and opportunities, the period from 2025 to 2036 is considered to be medium-term.

Long-term

(2.1.1) From (years)

12

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

Select from:

☑ Yes

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

The timeframes for collecting and assessing material impacts, risks and opportunities are aligned with our long-term corporate planning. The long-term time horizon extends to the period after 2030. For the main climate-related impacts, risks and opportunities, the long-term period begins after 2036. The periods for the material climate-related impacts, risks and opportunities correspond to the periods previously used in the Group's internal assessment and external reporting.
[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: ☑ Yes	*Select from:* ☑ 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

☑ End of life management

(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

Enterprise Risk Management
☑ Enterprise Risk Management
☑ Internal company methods

International methodologies and standards
☑ IPCC Climate Change Projections
☑ ISO 14001 Environmental Management Standard

Other
☑ Materiality assessment
☑ Partner and stakeholder consultation/analysis
☑ Scenario analysis

(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

☑ Carbon pricing mechanisms

☑ Changes to international law and bilateral agreements

☑ Changes to national legislation

☑ Lack of mature certification and sustainability standards

☑ Poor coordination between regulatory bodies

Market

☑ Availability and/or increased cost of raw materials

☑ Changing customer behavior

Reputation

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

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

Technology

☑ Data access/availability or monitoring systems

☑ Transition to lower emissions technology and products

Liability

☑ Exposure to litigation

☑ Non-compliance with regulations

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ NGOs
☑ Customers
☑ Employees
☑ Investors
☑ Suppliers
☑ Regulators
☑ Local communities
☑ Other, please specify **:Associations**

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

Select from:

☑ No

(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), high (EUR >1,000-2,000 million) and very high (EUR >2,000 million). Risks and opportunities relating to sustainability (including climate risks) are also considered for the medium and long term in the non-financial statement in accordance with the ESRS. During the 2024 reporting year, all material risks and opportunities for the BMW Group were analysed in terms of their sensitivity regarding three different climate scenarios. For the medium-term period until 2036, it is distinguished between transitory and physical climate risks. For the long-term period until 2050, the assessment 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

☑ RBA Country Risk Assessment Tool

☑ WRI Aqueduct
☑ Other commercially/publicly available tools, please specify :Leeana Tool

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, OEM wide Self-Assessment Questionnaire

(2.2.2.13) Risk types and criteria considered

Acute physical
☑ Drought
☑ Flood (coastal, fluvial, pluvial, ground water)

Chronic physical
☑ Water stress
☑ Soil degradation
☑ Declining water quality
☑ Increased ecosystem vulnerability
☑ Water quality at a basin/catchment level
☑ Water availability 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

Using water responsibly is a priority for the BMW Group. The Company uses comprehensive water management policies and advanced water-saving and treatment technologies to reduce water consumption and minimise water stress along with the associated risks. By optimising water cycles, waste water is kept in circulation for as long as possible in order to avoid water contamination. The BMW Group works together with local stakeholders to ensure that it uses this valuable resource responsibly. The BMW Group assesses water risks based on the potential effects of water scarcity on its entire production network. Priorities are established and long-term measures are planned on the basis of these assessments. Detailed implementation plans are created to support these measures. These plans detail the amount of investment required. Location-based monitoring provides insights that allow us to continuously adjust our measures. Assessing geographical conditions and collaborating with stakeholders are an integral part of our planning process. The BMW Group also assumes responsibility in the supply chain by monitoring processes and taking measures to protect water resources. All guidelines, measures and goals aimed at addressing the significant effects and risks associated with water withdrawal and water consumption in the upstream value chain are part of the due diligence process for compliance with environmental and social standards in the supplier network "BMW Group Supplier Code of Conduct". In addition, the BMW Group participates in the Supply Chain Program of the non-governmental organization CDP (formerly known as the Carbon Disclosure Project). Through the CDP Supply Chain Program, the BMW Group engages with its suppliers on water management practices and water-related risks. The BMW Group is also committed to protecting the oceans. Since there is still little reliable knowledge about the ecological consequences of deep-sea mining, the BMW Group committed itself as early as 2021 in a joint statement with the World Wildlife Fund (WWF) and other companies to refrain from using raw materials from the deep sea. The commitment includes BMW Group suppliers and their supply chains.

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:

☑ 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

☑ 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 recycled 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 2025) 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 and quantitative

(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

(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

(2.2.2.12) Tools and methods used

Commercially/publicly available tools

☑ Encore tool

☑ Global Forest Watch Pro

☑ WWF Biodiversity Risk Filter

☑ IBAT – Integrated Biodiversity Assessment Tool

☑ TNFD – Taskforce on Nature-related Financial Disclosures

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

☑ CBD – Convention on Biological Diversity
☑ Biodiversity indicators for site-based impacts

Enterprise Risk Management
☑ Internal company methods

International methodologies and standards
☑ ISO 14001 Environmental Management Standard

Other
☑ External consultants
☑ Materiality assessment
☑ Scenario analysis

(2.2.2.13) Risk types and criteria considered

Acute physical
☑ Flood (coastal, fluvial, pluvial, ground water)
☑ Landslide

Chronic physical
☑ Soil erosion
☑ Soil degradation
☑ Change in land-use
☑ Declining ecosystem services
☑ Increased ecosystem vulnerability
☑ Increased levels of environmental pollutants in freshwater bodies

Policy
☑ Changes to international law and bilateral agreements
☑ Changes to national legislation
☑ Uncertainty and/or conflicts involving land tenure rights and water rights

Market

☑ Availability and/or increased cost of raw materials

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

Technology

☑ Data access/availability or monitoring systems

Liability

☑ Non-compliance with regulations

(2.2.2.14) Partners and stakeholders considered

Select all that apply

☑ NGOs

☑ Employees

☑ Investors

☑ Suppliers

☑ Regulators

☑ Local communities

☑ Indigenous peoples

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

Select from:

☑ Yes

(2.2.2.16) Further details of process

As part of its materiality assessment, the BMW Group identifies and evaluates potential impacts, risks and opportunities related to biodiversity. The assessment did not identify any negative impacts related to land degradation, desertification, soil sealing, or endangered species. In terms of the BMW Group's own operations, the assessment found that the BMW Group's environmental management system is effective in ensuring that no material topics were identified in direct connection with the Group's operations. An analysis showed that the BMW Group's own operations do not have a significant negative impact on nearby protected areas. In the supply

chain, however, the extraction of raw materials was identified as a material topic. The BMW Group is currently assessing whether any risks exist in this area and what actions may be required to minimise negative impacts on biodiversity. The BMW Group acts in line with the aims of the EU Biodiversity Strategy and the Kunming-Montreal Global Biodiversity Framework. An internal guideline on protecting biodiversity and ecosystems informs the actions of both the BMW Group and its supply chain. This guideline refers to the material impacts, risks and opportunities that have been identified, and lays out the BMW Group's position on biodiversity. The BMW Group believes that reducing our use of primary raw materials puts us in a position to have a positive impact by lowering our consumption of natural resources and actively contributing to the preservation of biodiversity. The circular economy strategy sets out clear principles in this area. In addition, the aim is to strengthen the supply chain with regard to secured sources of secondary raw materials and to examine the even more extensive use of secondary raw materials. Compliance with environmental and social standards across the BMW Group's own operations and supply chain is a core element of the Group's corporate policy. The BMW Group's current measures are based on the logic of the reduction hierarchy: avoid – reduce – compensate. Priority is given to avoiding negative impacts on biodiversity and ecosystems wherever possible.
[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, reducing carbon emissions and limit negative impact on biodiversity. 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, with decisions based on climate impact and the mitigation of risks associated with primary material usage. 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. The aim of the BMW Group Strategy is to find the right balance between business, the environment and society. The key areas of focus within the strategy are electrification, digitalisation and sustainability or circularity. Sustainability encompasses the strategic organisation of the entire value chain. Sustainability considerations are therefore integrated in corporate structures and processes in a comprehensive and holistic manner. The BMW Group has set itself clear and ambitious targets for reducing CO_2 emissions. The company is committed to the Paris Climate Agreement and to achieving its climate goals and is pursuing the target of net zero across the entire value chain by 2050 at the latest. The BMW Group has also set itself a strong and transparent interim target for 2030: to cut CO_2 emissions by at least 40 million tonnes compared with 2019. These targets are part of a comprehensive climate strategy that covers the entire life cycle and value chain of our vehicles – from raw materials and supply chain through to production, use and recycling. The resilience of the BMW Group's business model to face the challenges posed by climate change should be ensured by incorporating all relevant aspects, risks and opportunities into its corporate planning. Our comprehensive digital reporting system also guarantees that climate

perspectives are consistently taken into account. Moreover, the BMW Group Strategy considers uncertainties in key framework conditions and the limits of the political controllability of markets, as last demonstrated in 2024. As a global company, we are committed to high 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 important for biodiversity

☑ 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

The implementation of the water strategy and associated objectives follows a risk-based approach that accounts for regional specificities. The BMW Group takes particular care to implement additional measures to reduce water consumption in regions experiencing high or very high water stress. These measures include the extensive use of rainwater at the Chennai plant in India and the process water-free paint shop at the San Luis Potosí production site in Mexico. The BMW Group

performs water risk analyses using tools like the Aqueduct Atlas to identify high-risk areas and derives priorities for specific actions from these analyses. This process also involves assessing the potential cost of forced downtime due to water shortages. Implementing a coordinated set of measures to conserve water and improve water quality contributes to mitigating water stress at affected sites. This approach also reduces the amount of financial risk to which the Company is exposed. In view of the importance of the protection of biodiversity and ecosystems, the BMW Group performs a comprehensive assessment of the resilience of its strategic and business model to physical and transitory risks associated with biodiversity. This involves a thorough evaluation of the entire value chain and meticulous analyses. The materiality assessment served as a key indicator for identifying potential areas of action related to biodiversity. One of the key concerns identified was the extraction of raw materials. Potential short-term risks to individual stages of the supply chain are identified as part of the resilience analysis. This approach was used to assess the long-term resilience of the BMW Group's strategy and business model to these risks. 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-2025_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), high (EUR >1,000-2,000 million) and very high (EUR >2,000 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: The amount of short-term risks is classified as low (EUR 0-200 million), medium (EUR >200-1,000 million), high (EUR >1,000-2,000 million) and very high (EUR >2,000 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 strategy and planning processes. The Group's range of products and services is continually reviewed on the basis of these analyses. The regular monitoring of key business processes and strict cost controls are also key factors for ensuring high levels of profitability and returns on capital employed. The importance of 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: The BMW Group has a comprehensive environmental management system at its own operations. Detailed checks and inspections are carried out during the planning and construction of new production and other sites with the aim of eliminating air, water, and soil pollution from the outset or reducing it as much as possible. Extensive measures are implemented to ensure compliance with limits. 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 CONTINUOUSLY 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 2024, 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?

	Environmental risks identified
Climate change	*Select from:* ☑ Yes, both in direct operations and upstream/downstream value chain
Water	*Select from:* ☑ Yes, both in direct operations and upstream/downstream value chain
Plastics	*Select from:* ☑ Yes, both in direct operations and upstream/downstream value chain

[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
☑ Egypt
☑ India
☑ Italy
☑ Japan
☑ Greece
☑ Israel
☑ Mexico
☑ Norway
☑ Poland
☑ Finland
☑ Germany
☑ Hungary
☑ Ireland
☑ Romania
☑ Thailand
☑ Viet Nam
☑ Argentina
☑ Australia
☑ Indonesia
☑ Malta
☑ Spain
☑ Brazil
☑ Canada
☑ France
☑ Sweden
☑ Austria
☑ Belgium
☑ Czechia
☑ Denmark
☑ Bulgaria
☑ Malaysia
☑ Portugal
☑ Slovakia
☑ Slovenia
☑ Singapore
☑ Luxembourg
☑ Netherlands
☑ New Zealand
☑ Switzerland

☑ South Africa
☑ Republic of Korea
☑ Russian Federation
☑ United Arab Emirates
☑ United States of America
☑ United Kingdom of Great Britain and Northern Ireland

(3.1.1.9) Organization-specific description of risk

The introduction of more stringent legislation and regulations, particularly regarding emissions, safety and consumer protection as well as regional vehicle-related purchase and usage taxes, poses a significant risk for the automobile industry. Country- and sector-specific trade barriers can be subject to change at short notice. To mitigate the risks of climate change, new regulatory requirements could be adopted. Any tightening up of regulations could necessitate significantly increased investments and costs, influence customer behaviour, and lead to interruptions in supply.. The risk in this regard is categorised as high. The BMW Group is seeing increasingly stringent vehicle emissions regulations for conventional and electrified drivetrain systems. In the EU, the new EU7 regulation was adopted in April 2024. Risks may arise from the details of the regulation still to be finalised by the European Commission. In China, legislators are planning to tighten emissions legislation. Risks may arise from additional requirements.

(3.1.1.11) Primary financial effect of the risk

Select from:
☑ Increased indirect [operating] 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
☑ 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

Regulators (e.g. in EU, USA, China) could propose selective, unpredicted and volatile reduction requirements to meet regional CO2 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. Therefore the currently very ambitious fleet legislation, which may become more stringent in some markets, can only be met with high additional marketing costs given weaker EV demand. Those effects entail the risk of a decline in 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)

1

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

60000000

(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 currently very ambitious fleet legislation become more stringent in some markets, it can only be met with high additional marketing costs given weaker EV demand. Consequently, selling eypenses could increase, resulting in an impact on the overall annual result. ii) CALCULATION: BMW Group selling expenses totalled to EUR 6,135 million in 2024. A sensitivity of 1 % is assumed and might have an estimated impact of approximately EUR 60 million selling expenses. iii) ASSUMPTIONS: The figures depend on an assumed sensitivity of 1 %.

(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

9078000000

(3.1.1.28) Explanation of cost calculation

COST CALCULATION: The cost of management is set equal to R&D expenditures in 2024 (EUR 9.078 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 2024 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 CO2e 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 CO2e-efficiency. CO2e management is included in the corporate strategy (target setting, monitoring) and the product development process. The BMW Group aims not only to meet the statutory carbon emissions limits, but to undercut them. Within the EU, average fleet carbon emissions, taking into account regulatory requirements and in accordance with WLTP, were 99.5 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 2.6 g compared to the previous year (2023: 102.1 g CO2/km). In the reporting year, the BMW Group remained significantly below the legal applicable limit of approximately 130.1 g CO2/km by 30.6 g CO2/km. This continues the trend seen in recent decades, driven by the electrification of the vehicle fleet and the fleet-wide deployment of innovative technologies. The BMW Group has at least one electrified model in each of its segments. Demand for all-electric automobiles across all three brands generated significant growth in sales in 2024, with a total of 426,536 vehicles sold (2023: 375,716 units; +13.5%).

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

☑ China

☑ India

☑ France

☑ Germany

☑ Thailand

☑ South Africa

☑ United States of America

☑ United Kingdom of Great Britain and Northern Ireland

(3.1.1.7) River basin where the risk occurs

Select all that apply

☑ Rhone

☑ Liao He

☑ Limpopo

☑ Thames

☑ Elbe River

☑ Guadalquivir

☑ Santee River

☑ Other, please specify **:India East Coast, Delta, Santa Clara River Valley, Severn River Basin, Thailand South Coast, Delta**

(3.1.1.9) Organization-specific description of risk

New or changing worldwide government regulations regarding water consumption could require to adjust operations and therefore increase dependencies and availability due to exclusion. For example the BMW Group Plant Rosslyn is located in Limpopo river basin and is currently producing X3 Models and is capable of producing around 75,000 units per annum (units manufactured in 2024: 55,516). 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

☑ Medium-term

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

Select from:

☑ More likely than not

(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

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

1

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

17188000

(3.1.1.25) Explanation of financial effect figure

*We estimated the impact in the example by calculating the increase of production costs caused by interruption / limitation of water supply. Production costs reflect all expenses needed for operating our manufacturing processes. The following costs substantially increase production costs: • Alternative water supply via trucks • Wage compensation for extra shifts • Sales measures for customer information, compensation and retention In the case of an interruption / limitation of water supply, the increased production costs are approximately 0.1 % of our gross profit (EUR 17,188,000,000). EUR 17,188,000,000 * 0.1 % = EUR 17,188,000*

(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 e.g. for our site Rosslyn in 2024. Our site in Rosslyn covered around 2% of the total production volume in 2024.

(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 2024), 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. For example 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

Policy

☑ Changes to international law and bilateral agreements

(3.1.1.4) Value chain stage where the risk occurs

Select from:

☑ Upstream value chain

(3.1.1.6) Country/area where the risk occurs

Select all that apply

☑ China
☑ Italy
☑ Malta
☑ Spain
☑ Canada
☑ Turkey
☑ France
☑ Greece
☑ Norway
☑ Poland
☑ Sweden
☑ Denmark

☑ Austria
☑ Belgium
☑ Croatia
☑ Czechia
☑ Romania
☑ Bulgaria
☑ Portugal
☑ Slovakia
☑ Luxembourg
☑ Finland
☑ Germany
☑ Hungary
☑ Ireland
☑ Netherlands
☑ Switzerland
☑ Republic of Korea
☑ United States of America
☑ United Kingdom of Great Britain and Northern Ireland

(3.1.1.9) Organization-specific description of risk

Light duty vehicles are built out of energy intensive materials, in particular steel and aluminum respectively parts such as HVS in BEVs and PHEVs which are energy intensive in production with corresponding CO2e emissions. New or changing government regulations worldwide such as emission trading systems or carbon tax as well as e.g. upcoming regulations limiting the product carbon footprint of parts could lead to increased production costs. A company specific example is the European Carbon Border Adjustment Mechanism (CBAM) regulation, which adds a carbon price to specific materials and parts, imported into the EU, similar to the price of carbon within the European emission trading system, to be paid by the importers from 2026 onwards.

(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
☑ Medium-term

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

Select from:
☑ Very 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 CO2 costs resulting from CO2 regulations can be priced into parts/raw material prices by suppliers as well as must be paid by BMW Group directly. The CBAM regulation is a specific example. Suppliers located in the EU import raw materials or semi-finished products which fall under the CBAM regulation, to produce parts delivered to BMW Group sites in Europe. From 2026 onwards those suppliers must pay the EU ETS CO2 price for the imported CO2 emissions via purchasing of certificates. In case BMW Group is importer of such materials, it must pay for the imported emissions in a similar way. This leads to increased production costs in European sites. Similar regulation will be implemented in the UK and are under consideration in several other countries such as the USA, Canada, South Korea, Australia or Turkey. Another example of a regulation already implemented in the EU is the battery regulation. Within this regulation the product carbon footprint (PCF) of batteries should not exceed a certain maximum value for HVS put on the European market, earliest from 2028 onwards. To ensure this a key option is the implementation of specific measures to reduce the PCFs of BMW Groups HVS along energy intensive supply chains which could cause additional costs. Examples of measures to reduce CO2e emissions in such regulations are usage of recycled materials or optimized transportation routes / means.

(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)

1

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

835720000

(3.1.1.25) Explanation of financial effect figure

*i) APPROACH: New or changing worldwide government regulation including carbon tax could require to adjust operations in the supply chain which could lead to increasing costs. ii) CALCULATION: In 2024, the BMW Group cost of materials were EUR 83,572 million in total. For the increasing cost a sensitivity of 1 % is assumed. EUR 83,572,000,000 * 1 % = EUR 835,720,000 iii) ASSUMPTIONS: The cost of materials include materials but also taxes, tariffs, etc. Therefore a sensitivity of 1 % was assumed.*

(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

9078000000

(3.1.1.28) Explanation of cost calculation

COST CALCULATION: The cost of management is set equal to R&D expenditures in 2024 (EUR 9,078 billion). Due to competitive advantage issues, we are not able to give here exact numbers but state, that through early adjustments in the development phase, it is also possible to react to changing material requirements in the supplier network to reduce the CO2e content in materials and parts. E.g. qualification of materials and parts with high recycled contents to reduce embedded CO2e emissions.

(3.1.1.29) Description of response

In the supply chain, one big lever is the use of secondary materials and raw materials from CO2e-reduced production processes, e.g. for steel and aluminium (use of electricity from renewable sources is another big lever which however is accountable as CO2e-reducing measure in the mentiones regulations only in very limited cases). Expanded innovation and infrastructure management process for logistics measures are reducing emissions related to logistics. In the supply chain and in the component manufacturing process, the BMW Group therefore relies on electricity from renewable sources at selected stages of the process, in addition to using recycled materials and technical measures that have been developed to limit the increase in CO2e in the supply chain. High reduction contributions result from agreements with raw material suppliers for aluminium and precious metals as well as from suppliers of high-voltage battery cells. These measures are already being implemented with the current battery generation. With the use of upcoming battery generations, these effects are to be further expanded. For example, by using materials with CO2e-reduced manufacturing processes or higher proportions of recyclates, CO2e emissions can be reduced by up to 80% for aluminium and up to 70% for steel. This includes the use of direct reduction processes in steel production.

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

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)

72840000

(3.1.1.25) Explanation of financial effect figure

The potential financial impact amounts to EUR 72.8 million under the assumption that the BMW Group loses 5% of the sales from the respective plant due to a delay or suspension of vehicle production caused by unstable supply of water. Basis of calculation: (A) Number of sold cars manufactured at plant Chennai in 2024: 14,568

*(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: 14,568) * (B: 5%) * (C: 100,000) = EUR 72,840,000*

(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 2024. 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 2024, about 15 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:

☑ OPEX

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

835720000

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

Select from:

☑ 1-10%

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

0

(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 OPEX vulnerable to specific transitory climate change risk.This does not display the whole OPEX vulnerable to physical or transition risk of the BMW Group. Transitory risks arise from the transition to a low-emissions economy and are assessed for the medium-term using climate-related risk drivers and qualitative expert assessments. These risks become particularly apparent when conditions change more quickly or differently than expected. The potential transitory risks are deemed the highest over the medium-term as a result of the rapid, potentially unforeseeable developments in the Paris Agreement global warming scenario. 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 <+1.5°C target. After considering the physical climate risks in the various scenarios, the materiality of the risks was assessed in the overarching materiality analysis. The BMW Group has implemented a wide range of measures to mitigate these risks, so that no physical climate risks as defined by the sense of the ESRS are categorised as material. All material climate-related risks are transitory risks.

Water

(3.1.2.1) Financial metric

Select from:

☑ OPEX

(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)

17188000

(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 OPEX vulnerable to a specific physical water risk at a specific production plant (Chennai). This does not display the whole OPEX vulnerable to physical or transition risk of the BMW Group. We estimated the impact in the example by calculating the increase of production costs caused by interruption / limitation of water supply. Production costs reflect all expenses needed for operating our manufacturing processes. The following costs substantially increase production costs: • Alternative water supply via trucks • Wage compensation for extra shifts • Sales measures for customer information, compensation and retention In the case of an interruption / limitation of water supply, the increased production costs are approximately 0.1 % of our gross profit (EUR 17,188,000,000). EUR 17,188,000,000 * 0.1% = EUR 17,188,000*

[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

South Africa
☑ 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 Rosslyn (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 Chennai (India) is exposed to water stress. Measures are in place to increase water efficiency and contingency plans exist.

Row 3

(3.2.1) Country/Area & River basin

Spain

☑ Guadalquivir

(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:

☑ Less than 1%

(3.2.11) Please explain

The BMW Group test track in Granada (Spain) is exposed to water stress. Measures are in place to increase water efficiency and contingency plans exist.

Row 4

(3.2.1) Country/Area & River basin

United States of America

☑ Other, please specify :Santa Clara River Valley

(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:

☑ Less than 1%

(3.2.11) Please explain

The BMW Group test track in Oxnard (USA) is exposed to water stress. Measures are in place to increase water efficiency and contingency plans exist.

Row 5

(3.2.1) Country/Area & River basin

Germany

☑ Elbe River

(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

2

(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 sites in Berlin and Leipzig (Germany) are exposed to water stress. Measures are in place to increase water efficiency and contingency plans exist.

Row 6

(3.2.1) Country/Area & River basin

France

☑ Rhone

(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:

☑ Less than 1%

(3.2.11) Please explain

The BMW Group test track in Miramas (France) is exposed to water stress. Measures are in place to increase water efficiency and contingency plans exist.

Row 7

(3.2.1) Country/Area & River basin

United Kingdom of Great Britain and Northern Ireland

☑ Thames

(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 Oxford (UK) is exposed to water stress. Measures are in place to increase water efficiency and contingency plans exist.

Row 8

(3.2.1) Country/Area & River basin

United Kingdom of Great Britain and Northern Ireland

☑ Other, please specify :Severn River Basin

(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 Swindon (UK) is exposed to water stress. Measures are in place to increase water efficiency and contingency plans exist.

Row 9

(3.2.1) Country/Area & River basin

United States of America

☑ Santee River

(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 Spartanburg (USA) is exposed to water stress. Measures are in place to increase water efficiency and contingency plans exist.

Row 10

(3.2.1) Country/Area & River basin

China

☑ Liao He

(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

2

(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 sites in Dadong and Tiexi (China) are exposed to water stress. Measures are in place to increase water efficiency and contingency plans exist.

Row 11

(3.2.1) Country/Area & River basin

Thailand

☑ Other, please specify :Thailand South 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 Rayong (Thailand) 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

50

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

0

(3.5.2.3) Period start date

01/01/2024

(3.5.2.4) Period end date

12/31/2024

(3.5.2.5) Allowances allocated

42254

(3.5.2.6) Allowances purchased

0

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

335000

(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 (42,254 metric tons CO2e) are those allocated in the reporting year 2024. The difference between the verified emissions of 335,000 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 CO2e efficient operations. Between 2006 and 2024, we increased energy efficiency by an amount >40% and reduced CO2e-emissions per vehicle produced significantly. Besides sourcing 100 % electricity from renewable sources since 2020, we will consistently invest in optimizing energy efficiency.

UK ETS

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

4

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

0

(3.5.2.3) Period start date

01/01/2024

(3.5.2.4) Period end date

12/31/2024

(3.5.2.5) Allowances allocated

6473

(3.5.2.6) Allowances purchased

64820

(3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

24886

(3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

0

(3.5.2.9) Details of ownership

Select from:

☑ Facilities we own and operate

(3.5.2.10) Comment

The above-mentioned allowances (6,473 metric tons CO2e) are those allocated in the reporting year 2024. Furthermore, we purchased 64,820 metric tons CO2e allowances. Between 2006 and 2024, we increased energy efficiency by an amount >40% and reduced CO2e-emissions per vehicle produced significantly. Besides sourcing 100 % electricity from renewable sources from 2020, we will consistently invest in optimizing energy efficiency.
[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

01/01/2024

(3.5.3.2) Period end date

12/31/2024

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

2.1

(3.5.3.4) Total cost of tax paid

26486

(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 CO2e emissions through our Clean Production strategy. Between 2006 and 2024, we increased energy efficiency by more than 40 % and reduced CO2e emissions per vehicle produced significantly. In 2024, an absolute target of 0.635 million tonnes of CO2e by 2030 has been set for direct (Scope 1) and indirect (Scope 2) emissions. This is equivalent to a 46.3% reduction in emissions compared to the base year 2019 (1.182 million tonnes of CO2e). 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 66 % of its fuel needs by utilizing gas recovered from a nearby landfill site and directly purchased biomethane. In 2020, we made another step in this direction by purchasing 100 % electricity from renewable sources, i. e. energy generated from renewable sources for all our production plants worldwide including the BMW Brilliance Automotive (BBA) joint venture. In 2024, total Scope 1 and 2 CO2e emissions amounted to 836,963 tons of CO2e. 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 2024 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 CO2e target and cost efficiency and have mid-term the potential, to reduce Scope 1 CO2e 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 CO2e reduction in Scope 1 and 2 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:* ☑ 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

Markets

☑ Other markets opportunity, please specify :Increased market share

(3.6.1.4) Value chain stage where the opportunity occurs

Select from:

☑ Downstream value chain

(3.6.1.5) Country/area where the opportunity occurs

Select all that apply

☑ China
☑ Egypt
☑ India
☑ Italy
☑ Japan
☑ Greece
☑ Israel
☑ Mexico
☑ Norway
☑ Malta
☑ Spain
☑ Brazil
☑ Canada
☑ France
☑ Sweden
☑ Austria
☑ Belgium
☑ Czechia

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

(3.6.1.8) Organization specific description

Ambitiously reducing CO2e emissions (Scope 3 downstream, e.g. by high efficient combustion engines and production of BEVs/PHEVs) can increase the market share in the customer segment of environmentally conscious buyers. With its products, the BMW Group is contributing to sustainable development and, with its business activities, aims to create a connection between business, the environment and society. The strategy's key areas of focus take into account material impacts, risks and opportunities across the entire value chain. This involves, in particular, all drivetrain technologies with a strong focus on electromobility, digitalisation to strengthen customer interaction and products, and increasing sustainability along the entire value chain, including circularity. The heterogeneous nature and increasing complexity of the regulatory requirements and the material impacts, risks and opportunities that arise as a result are incorporated into the BMW Group's position and strategy development process.

(3.6.1.9) Primary financial effect of the opportunity

Select from:

☑ Increased revenues through access to new and emerging markets

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

Select all that apply

☑ Medium-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

The long-term corporate planning workflow includes the assessment and simulation of the impact on the BMW Group's absolute CO2e emissions. This was done to make the interactions between volume, drivetrain mix, and supply chain more transparent within planning processes, and is achieved by integrating the impact on CO2e emissions directly into the scenarios used for volume and financial planning. In addition to the CO2e strategy, the BMW Group analyses the current and future regulatory requirements for emissions and drivetrain technologies as part of its long-term corporate planning. This includes detailed strategic market and drivetrain forecasts that are performed as part of volume planning. These forecasts monitor and anticipate fleet carbon emissions limits, pollutants (including brake/tyre abrasion), quotas for electrified vehicles, and bans on registration of individual drivetrain technologies. As part of the process for updating the BMW Group's longterm corporate planning, vehicle volume plans, and the drivetrain mix of the BMW Group portfolio are updated on an annual and ongoing basis. The aim is to continue reducing emissions during the use phase of vehicles while also meeting changing market requirements. The consistent enhancement of the drivetrain portfolio therefore remains one of the BMW Group's main levers for reducing carbon emissions in the use phase.

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

Select from:

☑ Yes

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

1

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

171880000

(3.6.1.23) Explanation of financial effect figures

*i) APPROACH: Ambitiously reducing CO2e emissions (Scope 3 downstream, e.g. by high efficient combustion engines and production of BEVs/PHEVs) can increase the market share in the customer segment of environmentally conscious buyers. ii) CALCULATION: A potential advantage could be 1% growth in gross profit (2024: EUR 17,188 million), which equals approximately EUR 172 million financial effect. EUR 17,188,000,000 * 1 % = EUR 171,880,000 iii) ASSUMPTIONS: We assumed a constant decrease in CO2e emissions Scope 3 downstream.*

(3.6.1.24) Cost to realize opportunity

15122000000

(3.6.1.25) Explanation of cost calculation

COST CALCULATION: Improving CO2e-efficiency and reducing CO2e emissions 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 15,122 million in 2024).

(3.6.1.26) Strategy to realize opportunity

Sustainability matters of relevance to the product portfolio, such as the electrification strategy and the integration of these matters into the continuous strategic process, are presented annually as part of corporate planning, which is approved by the Board of Management and the Supervisory Board. The ongoing implementation of these processes ensures that the corporate strategy and emissions reduction targets are harmonised and can be implemented. The BMW Group's long-term corporate planning is based on the Company's target system. In this way, the targets set out in the planning are regularly compared with the BMW Group's strategic targets. Decisions related to the implementation of sustainability targets – particularly in connection with sales planning and the product portfolio – are confirmed in specific draft proposals or by the decision making bodies of the BMW Group. The long-term corporate planning workflow was expanded in the 2024 reporting year to include the assessment and simulation of the impact on the BMW Group's absolute CO2e emissions. This was done to make the interactions between volume, drivetrain mix, and supply chain more transparent within planning processes, and is achieved by integrating the impact on CO2e emissions directly into the scenarios used for volume and financial planning. In addition to the CO2e strategy, the BMW Group analyses the current and future regulatory requirements for emissions and drivetrain technologies as part of its long-term corporate planning. This includes detailed strategic market and drivetrain forecasts that are performed as part of volume planning. These forecasts monitor and anticipate fleet carbon emissions limits, pollutants (including brake/tyre abrasion), quotas for electrified vehicles, and bans on registration of individual drivetrain technologies. As part of the process for updating the BMW Group's long-term corporate planning, vehicle volume plans, and the drivetrain mix of the BMW Group portfolio are updated on an annual and ongoing basis. The aim is to continue reducing emissions during the use phase of vehicles while also meeting changing market requirements. The consistent enhancement of the drivetrain portfolio therefore remains one of the BMW Group's main levers for reducing carbon emissions in the use phase. Additionally to regulatory requirements, the BMW Group also factors regional and market-specific conditions into its strategic planning.

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
☑ Egypt
☑ India
☑ Italy
☑ Japan
☑ Greece
☑ Israel
☑ Mexico
☑ Norway
☑ Poland
☑ Finland
☑ Germany
☑ Malta
☑ Spain
☑ Brazil
☑ Canada
☑ France
☑ Sweden
☑ Austria
☑ Belgium
☑ Czechia
☑ Denmark
☑ Bulgaria
☑ Malaysia

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

(3.6.1.6) River basin where the opportunity occurs

Select all that apply

☑ Rhone
☑ Liao He
☑ Limpopo
River Basin, Thailand South Coast, Delta
☑ Thames
☑ Elbe River
☑ Guadalquivir
☑ Santee River
☑ Other, please specify **:India East Coast Delta, Santa Clara River Valley, Severn**

(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

☑ Long-term

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

Select from:

☑ More likely than not (50–100%)

(3.6.1.12) Magnitude

Select from:

☑ 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

(3.6.1.21) Anticipated financial effect figure in the long-term - minimum (currency)

1

(3.6.1.22) Anticipated financial effect figure in the long-term – maximum (currency)

3000000

(3.6.1.23) Explanation of financial effect figures

*The BMW Group has set itself the target of reducing the amount of potable water used in automobile production by 25% by 2030 compared to the base year 2016. In the reporting period, specific potable water consumption per vehicle in automobile production was 1.67 m3, lower than in the previous year (2023: 1.78 m3/–6.2%). A continuous decrease in water consumption has been recorded in line with the planning of the BMW Group. We aim to achieve a potable water consumption per vehicle manufactured of 1.50 m3 in 2030, which is 170 litres or 0.2 m3 less per vehicle compared to 2024. CALCULATION / ASSUMPTIONS: Water efficiency potential: 0.2 m3 / per vehicle Timeframe: 6 years, linear progression assumed Volume of manufactured vehicles: 2,500,000 p.a. Water price: EUR 2 / m3 0.2 [m3/vehicle] * 2,500,000 [vehicles/year] * 6 [years] / 2 [linear progression] * 2 [EUR] = 3,000,000 [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

Using water responsibly is a priority for the BMW Group. The Company uses comprehensive water management policies and advanced water-saving and treatment technologies to reduce water consumption and minimise water stress along with the associated risks. The BMW Group works together with local stakeholders to ensure that it uses this valuable resource responsibly. Using potable water economically has long been an essential component of the BMW Group's environmental management system. All of our production facilities are required to reduce water consumption and use alternative sources of water, such as rainwater. The management of and responsibilities for the BMW Group's own operations are an integral part of the BMW Group's environmental policy. The BMW Group places great emphasis on reducing water usage, and achieves this by using the latest technologies in its water treatment and painting processes. Water-saving targets are voluntarily set for the BMW Group's own operations on the basis of technological feasibility studies. Annual site-specific targets for relative water consumption in vehicle production are defined and monitored throughout the year to assess progress; this process is particularly relevant for management and other on-site

stakeholders, whose opinions and interests are incorporated into the target-setting process. The BMW Group implements extensive measures to reduce water consumption in regions experiencing high or very high water stress, such as the use of rainwater at the Chennai (India) plant. All measures are taken to support the BMW Group's objective of reducing potable water consumption by 2030. Water treatment and reuse are measures that can play a vital role in the sustainable reduction of water consumption. Across the BMW Group, the total water recycled and reused amounts to 4,778,429 m³. Modern circular systems, such as those used in paint shops, and cascading systems, which reuse process water multiple times before painting, significantly reduce freshwater consumption. Insights from water treatment processes and the targeted use of innovations and technologies serve to enhance water efficiency. Cascade rinse systems are being implemented alongside water recycling systems, while painting systems are being converted from wet scrubbing to dry separation. During assembly, one of the most important measures is the recirculation of water in leak test chambers.
[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:
☑ Other, please specify :Gross profit (Automotive)

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

171880000

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

Select from:
☑ 1-10%

(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. Ambitiously reducing CO2e emissions (Scope 3 downstream, e.g. by high efficient combustion engines and production of BEVs/PHEVs) can increase the

market share in the customer segment of environmentally conscious buyers. A potential advantage could be 1% growth in gross profit, which equals approximately EUR 172 million gross profit.

Water

(3.6.2.1) Financial metric

Select from:

☑ OPEX

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

3000000

(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 OPEXe aligned with a water opportunity. This does not display the whole OPEX aligned to opportunities of the BMW Group. The BMW Group has set itself the target of reducing the amount of potable water used in automobile production by 25% by 2030 compared to the base year 2016. In the reporting period, specific potable water consumption per vehicle in automobile production was 1.67 m3, lower than in the previous year (2023: 1.78 m3/–6.2%). A continuous decrease in water consumption has been recorded in line with the planning of the BMW Group. We aim to achieve a potable water consumption per vehicle manufactured of 1.50 m3 in 2030, which is 170 litres or 0.2 m3 less per vehicle compared to 2024. CALCULATION / ASSUMPTIONS: Water efficiency potential: 0.2 m3 / per vehicle Timeframe: 6 years, linear progression assumed Volume of manufactured vehicles: 2,500,000 p.a. Water price: EUR 2 / m3 0.2 [m3/vehicle] * 2,500,000 [vehicles/year] * 6 [years] / 2 [linear progression] * 2 [EUR] = 3,000,000 [EUR] In general, 'material' in the BMW Group report (according to ESRS) does not equate to 'substantive' in this context, as materiality requirements according to ESRS differ. While the opportunity is not considered material according to ESRS double materiality assessment, the BMW Group is still committed to appropriately tracking the progress, which is why it is classified as a substantive opportunity and reported in this context.*
[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

The BMW Group emphasizes the importance of different perspectives and talents as core aspects of its HR strategy. With a workforce of almost 160,000 employees from over 110 nations, the company fosters a culture of respect, openness, and appreciation. This is seen as a source of strength, enhancing competitiveness, effectiveness, and innovation. Discrimination in any form has no place in our company. The aim is to create an environment in which people with different backgrounds contribute their full potential to the company's success. To ensure that the Board of Management has the necessary level of competence and diversity, the Supervisory Board has adopted a competency and diversity policy for the composition of the Board of Management, which is also aligned with the recommendations contained in the German Corporate Governance Code (DCGK). In view of the fact that the Board of Management is a representative body of the

Company, the Supervisory Board is careful to consider diversity-related issues when assessing which candidates are most suitable for a seat on the Board of Management. “Diversity” in the context of the decision-making process is understood by the Supervisory Board to encompass various complementary individual profiles and work and life experiences at both national and international level, as well as the appropriate representation of genders also considering German legal requirements.

(4.1.6) Attach the policy (optional)

Statement_on_Corporate_Governance_2024.pdf
[Fixed row]

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

	Board-level oversight of this environmental issue
Climate change	*Select from:* ☑ Yes
Water	*Select from:* ☑ Yes
Biodiversity	*Select from:* ☑ Yes

[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 chair
☑ Director on board
☑ Board-level committee
☑ Chief Risk Officer (CRO)
☑ Chief Executive Officer (CEO)
☑ Chief Sustainability Officer (CSO)
☑ Chief Government Relations Officer (CGRO)
☑ Chief Financial Officer (CFO)
☑ Chief Operating Officer (COO)
☑ Chief Technology Officer (CTO)
☑ Chief Compliance Officer (CCO)
☑ Chief Procurement Officer (CPO)

(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 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 and guiding public policy engagement
☑ Reviewing and guiding innovation/R&D priorities
☑ Approving and/or overseeing employee incentives

☑ Overseeing and guiding value chain engagement
☑ Overseeing and guiding major capital expenditures
☑ 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

BOARD OVERSIGHT BMW AG is a stock corporation (Aktiengesellschaft) within the meaning of the German Stock Corporation Act. It has an executive Board of Management and a Supervisory Board that monitors how the Company is managed by the Board of Management. The Board of Management has overall responsibility for the management of BMW AG. It defines the strategy and resource framework and takes actions to implement the strategy. The Board of Management incorporates various sustainability matters into the decisions taken at its meetings and addresses the material impacts, risks and opportunities associated with the Company's course of business. It also monitors the key sustainability-related indicators and targets as well as department-specific sustainability activities and developments. Sustainability considerations are integrated into the BMW Group's corporate structures and processes in a comprehensive and holistic manner which involves decision makers at various levels. A decentralised approach is taken to integrate the Company's strategic objectives. Defined specialist functions in each of the Board departments are responsible for anchoring the targets within the respective organisational structure, measuring their achievement, and ensuring compliance with the strategy. The strategy is translated into an annually revised, long-term corporate plan using a control loop-based planning and management system. A target system monitors their progress, and reports on the targets and performance indicators agreed for the reporting year are submitted to the Board of Management and Supervisory Board on a regular basis. CLIMATE ISSUES AND EXAMPLES The BMW Group regards its balance of economic, ecological and social interests as the basis for its economic success. The Company has therefore anchored the material impacts, risks and opportunities related to climate change mitigation and adaptation in its corporate strategy. The BMW Group's Strategy, including topic-specific strategies such as the sustainability strategy, is confirmed by the Board of Management. The CO2e strategy draws on the Greenhouse Gas Protocol, science-based targets and implementation pathways, as well as all relevant regulatory changes. Progress towards achieving these targets is reviewed on a regular basis. All necessary actions are discussed in the relevant committees and by the Board of Management. The BMW Group aims to achieve net zero CO2e emissions across the entire value chain by latest 2050. The transition plan for climate change mitigation which will be used to achieve net zero consists initially of the CO2e reduction targets for 2030, which relate to the base year 2019. These targets are in line with the climate targets set out in the Paris Agreement to limit global warming. From the 2024 reporting year onwards, the CO2e targets will be converted from relative values to absolute values. By deriving guidelines for 2035, the time horizon of the target corridor will be extended.

Water

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

Select all that apply

☑ Board chair
☑ Director on board
☑ Board-level committee
☑ Chief Risk Officer (CRO)
☑ Chief Executive Officer (CEO)
☑ Chief Sustainability Officer (CSO)
☑ Chief Government Relations Officer (CGRO)
☑ Chief Financial Officer (CFO)
☑ Chief Operating Officer (COO)
☑ Chief Technology Officer (CTO)
☑ Chief Compliance Officer (CCO)
☑ Chief Procurement Officer (CPO)

(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 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
☑ Approving corporate policies and/or commitments
☑ Overseeing and guiding public policy engagement

☑ Overseeing the setting of corporate targets
☑ Monitoring progress towards corporate targets
☑ Overseeing and guiding value chain engagement
☑ 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
☑ Reviewing and guiding innovation/R&D priorities
☑ Approving and/or overseeing employee incentives
☑ Overseeing and guiding major capital expenditures

(4.1.2.7) Please explain

BOARD OVERSIGHT BMW AG is a stock corporation (Aktiengesellschaft) within the meaning of the German Stock Corporation Act. It has an executive Board of Management and a Supervisory Board that monitors how the Company is managed by the Board of Management. The Board of Management has overall responsibility for the management of BMW AG. It defines the strategy and resource framework and takes actions to implement the strategy. The Board of Management incorporates various sustainability matters into the decisions taken at its meetings and addresses the material impacts, risks and opportunities associated with the Company's course of business. It also monitors the key sustainability-related indicators and targets as well as department-specific sustainability activities and developments. Sustainability considerations are therefore integrated into the BMW Group's corporate structures and processes in a comprehensive and holistic manner which involves decision makers at various levels. A decentralised approach is taken to integrate the Company's strategic objectives. Defined specialist functions in each of the Board departments are responsible for anchoring the targets within the respective organisational structure, measuring their achievement, and ensuring compliance with the strategy. The strategy is translated into an annually revised, long-term corporate plan using a control loop-based planning and management system. A target system monitors their progress, and reports on the targets and performance indicators agreed for the reporting year are submitted to the Board of Management and Supervisory Board on a regular basis. WATER ISSUES AND EXAMPLES Using water responsibly is a priority for the BMW Group. The Company uses comprehensive water management policies and advanced water-saving and treatment technologies to reduce water consumption and minimize water stress along with the associated risks. The BMW Group works together with local stakeholders to ensure that it uses this valuable resource responsibly. Using potable water economically has long been an essential component of the BMW Group's environmental management system. All of our production facilities are required to reduce water consumption and use alternative sources of water, such as rainwater. The management of and responsibilities for the BMW Group's own operations are an integral part of the BMW Group's environmental policy. The implementation of the water strategy and associated objectives follows a risk-based approach that accounts for regional specificities. The BMW Group takes particular care to implement additional measures to reduce water consumption in regions experiencing high or very high water stress. These measures include the extensive use of rainwater at the Chennai plant in India and the process water-free paint shop at the San Luis Potosí production site in Mexico.

Biodiversity

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

Select all that apply

☑ Board chair
☑ Director on board
☑ Board-level committee
☑ Chief Risk Officer (CRO)
☑ Chief Executive Officer (CEO)
☑ Chief Sustainability Officer (CSO)
☑ Chief Government Relations Officer (CGRO)
☑ Chief Financial Officer (CFO)
☑ Chief Operating Officer (COO)
☑ Chief Technology Officer (CTO)
☑ Chief Compliance Officer (CCO)
☑ Chief Procurement Officer (CPO)

(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, BMW Group Biodiversity Policy, BMW Group Anti Deforestation Policy

(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

☑ Overseeing and guiding scenario analysis
☑ Overseeing the setting of corporate targets
☑ Monitoring progress towards corporate targets
☑ Overseeing and guiding value chain engagement
☑ Approving corporate policies and/or commitments
☑ 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
☑ Overseeing and guiding major capital expenditures
☑ Monitoring the implementation of the business strategy
☑ Overseeing reporting, audit, and verification processes

(4.1.2.7) Please explain

BOARD OVERSIGHT BMW AG is a stock corporation (Aktiengesellschaft) within the meaning of the German Stock Corporation Act. It has an executive Board of Management and a Supervisory Board that monitors how the Company is managed by the Board of Management. The Board of Management has overall responsibility for the management of BMW AG. It defines the strategy and resource framework and takes actions to implement the strategy. The Board of Management incorporates various sustainability matters into the decisions taken at its meetings and addresses the material impacts, risks and opportunities associated with the Company's course of business. It also monitors the key sustainability-related indicators and targets as well as department-specific sustainability activities and developments. Sustainability considerations are therefore integrated into the BMW Group's corporate structures and processes in a comprehensive and holistic manner which involves decision makers at various levels. A decentralised approach is taken to integrate the Company's strategic objectives. Defined specialist functions in each of the Board departments are responsible for anchoring the targets within the respective organisational structure, measuring their achievement, and ensuring compliance with the strategy. The strategy is translated into an annually revised, long-term corporate plan using a control loop-based planning and management system. A target system monitors their progress, and reports on the targets and performance indicators agreed for the reporting year are submitted to the Board of Management and Supervisory Board on a regular basis. BIODIVERSITY ISSUES AND EXAMPLES The BMW Group acts in line with the aims of the EU Biodiversity Strategy and the Kunming-Montreal Global Biodiversity Framework. An internal guideline on protecting biodiversity and ecosystems informs the actions of both the BMW Group and its supply chain. As part of its materiality assessment, the BMW Group identifies and evaluates potential impacts, risks and opportunities related to biodiversity. The assessment did not identify any negative impacts related to land degradation, desertification, soil sealing, or endangered species. In terms of the BMW Group's own operations, the assessment found that the BMW Group's environmental management system is effective in ensuring that no material topics were identified in direct connection with the Group's operations. In the supply chain, however, the extraction of raw materials was identified as a material topic. The BMW Group is currently assessing whether any risks exist in this area and what actions may be required to minimise negative impacts on biodiversity. The BMW Group has defined clear targets to counteract the main causes of biodiversity loss. Particular attention is paid to climate change mitigation, conserving resources, improving water efficiency and environmental protection, and responsible land use.
[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

☑ 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

[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

The Board of Management has overall responsibility for the management of BMW AG. It defines the strategy and resource framework and takes actions to implement the strategy. The Board of Management decides on product and customer-related issues of particular importance and consequence to the BMW Group, as well as on automobile product strategy. The Board of Management incorporates various sustainability matters into the decisions taken at its meetings and addresses the material impacts, risks and opportunities associated with the Company's course of business. It also monitors the key sustainability-related indicators and targets as well as department-specific sustainability activities and developments. Sustainability considerations are integrated into the BMW Group's corporate structures and processes in a comprehensive and holistic manner which involves decision makers at various levels. A decentralised approach is taken to integrate the Company's strategic objectives. Defined specialist functions in each of the Board departments are responsible for anchoring the targets within the respective organisational structure, measuring their achievement, and ensuring compliance with the strategy. The strategy is translated into an annually revised, long-term corporate plan using

a control loop-based planning and management system. A target system monitors their progress, and reports on the targets and performance indicators agreed for the reporting year are submitted to the Board of Management and Supervisory Board on a regular basis.

Water

(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

The Board of Management has overall responsibility for the management of BMW AG. It defines the strategy and resource framework and takes actions to implement the strategy. The Board of Management decides on product and customer-related issues of particular importance and consequence to the BMW Group, as well as on automobile product strategy. The Board of Management incorporates various sustainability matters into the decisions taken at its meetings and addresses the material impacts, risks and opportunities associated with the Company's course of business. It also monitors the key sustainability-related indicators and targets as well as department-specific sustainability activities and developments. Sustainability considerations are integrated into the BMW Group's corporate structures and processes in a comprehensive and holistic manner which involves decision makers at various levels. A decentralised approach is taken to integrate the Company's strategic objectives. Defined specialist functions in each of the Board departments are responsible for anchoring the targets within the respective organisational structure, measuring their achievement, and ensuring compliance with the strategy. The strategy is translated into an annually revised, long-term corporate plan using

a control loop-based planning and management system. A target system monitors their progress, and reports on the targets and performance indicators agreed for the reporting year are submitted to the Board of Management and Supervisory Board on a regular basis.

Biodiversity

(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
☑ 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:
☑ Reports to the board directly

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

Select from:
☑ Annually

(4.3.1.6) Please explain

The Board of Management has overall responsibility for the management of BMW AG. It defines the strategy and resource framework and takes actions to implement the strategy. The Board of Management decides on product and customer-related issues of particular importance and consequence to the BMW Group, as well as on automobile product strategy. The Board of Management incorporates various sustainability matters into the decisions taken at its meetings and addresses the material impacts, risks and opportunities associated with the Company's course of business. It also monitors the key sustainability-related indicators and targets as well as department-specific sustainability activities and developments. Sustainability considerations are integrated into the BMW Group's corporate structures and processes in a comprehensive and holistic manner which involves decision makers at various levels. A decentralised approach is taken to integrate the Company's strategic objectives. Defined specialist functions in each of the Board departments are responsible for anchoring the targets within the respective organisational structure, measuring their achievement, and ensuring compliance with the strategy. The strategy is translated into an annually revised, long-term corporate plan using a control loop-based planning and management system. A target system monitors their progress, and reports on the targets and performance indicators agreed for the reporting year are submitted to the Board of Management and Supervisory Board on a regular basis.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Operating Officer (COO)

(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

The Board of Management has overall responsibility for the management of BMW AG. It defines the strategy and resource framework and takes actions to implement the strategy. In addition to the overall responsibility of the Board of Management, each member of the Board of Management is independently responsible for the material impacts, risks and opportunities in their respective department. The Board of Management and the Supervisory Board regularly discuss the further development of the various key topics from the sustainability strategy. The BMW Group is fully committed to the Paris Agreement and contributes to decarbonisation efforts by pursuing its own ambitious targets. To achieve this, the BMW Group promotes the reduction of CO2e 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. The relative targets introduced in 2021 (expressed as reduction per vehicle) for Scope 1 and 2 (BMW Group locations) and Scope 3 (Purchased goods and services, Logistics, Use phase in each case for the Automotive segment) will be replaced with absolute values measured in tonnes CO2e from reporting year 2024 onwards. The BMW Group's overall target claim remains unchanged with this adaptation and take account of growth forecasts and interaction between the scopes.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Technology Officer (CTO)

(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

The Board of Management has overall responsibility for the management of BMW AG. It defines the strategy and resource framework and takes actions to implement the strategy. In addition to the overall responsibility of the Board of Management, each member of the Board of Management is independently responsible for the material impacts, risks and opportunities in their respective department. The Board of Management and the Supervisory Board regularly discuss the further development of the various key topics from the sustainability strategy. The BMW Group is fully committed to the Paris Agreement and contributes to decarbonisation efforts by pursuing its own ambitious targets. To achieve this, the BMW Group promotes the reduction of CO2e 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. The relative targets introduced in 2021 (expressed as reduction per vehicle) for Scope 1 and 2 (BMW Group locations) and Scope 3 (Purchased goods and services, Logistics, Use phase in each case for the Automotive segment) will be replaced with absolute values measured in tonnes CO2e from reporting year 2024 onwards. The BMW Group's overall target claim remains unchanged with this adaptation and take account of growth forecasts and interaction between the scopes.

Climate change

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Procurement Officer (CPO)

(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

The Board of Management has overall responsibility for the management of BMW AG. It defines the strategy and resource framework and takes actions to implement the strategy. In addition to the overall responsibility of the Board of Management, each member of the Board of Management is independently responsible for the material impacts, risks and opportunities in their respective department. The Board of Management and the Supervisory Board regularly discuss the further development of the various key topics from the sustainability strategy. The BMW Group is fully committed to the Paris Agreement and contributes to decarbonisation efforts by pursuing its own ambitious targets. To achieve this, the BMW Group promotes the reduction of CO2e 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. The relative targets introduced in 2021 (expressed as reduction per vehicle) for Scope 1 and 2 (BMW Group locations) and Scope 3 (Purchased goods and services, Logistics, Use phase in each case for the Automotive segment) will be replaced with absolute values measured in tonnes CO2e from reporting year 2024 onwards. The BMW Group's overall target claim remains unchanged with this adaptation and take account of growth forecasts and interaction between the scopes.

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

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. The Sustainability and Mobility function ensures the high level management of sustainability topics as part of the Group strategy. It identifies areas where the Company potentially needs to take action, defines the targets to be achieved, and prepares corresponding resolutions to the Board of Management. The function is also responsible for ensuring that sustainability issues and all relevant material impacts, risks and opportunities are considered in all material decisions made by the Company, including at the level of the Board of Management. This includes significant transactions. The function submits progress reports on the BMW Group's overarching sustainability targets to the Board of Management at least three times a year. The targets and measures with regard to reducing CO2e emissions in all scopes, the circular economy, environmental and social standards and social sustainability are presented, and the strategic and operational implementation status is discussed. A Sustainability Steering Committee (Steuerkreis Nachhaltigkeit) 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 is managed by the CSO and involves all functions with relevance to sustainability across all departments. 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.

Water

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Operating Officer (COO)

(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

The board member of production (COO) 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 COO. The top decision-making body for production that also monitors water-related issues is the "Production Circle" (PC), led by the COO. 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".

Water

(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

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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

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☑ 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

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. The Sustainability and Mobility function ensures the high level management of sustainability topics as part of the Group strategy. It identifies areas where the Company potentially needs to take action, defines the targets to be achieved, and prepares corresponding resolutions to the Board of Management. The function is also responsible for ensuring that sustainability issues and all relevant material impacts, risks and opportunities are considered in all material decisions made by the Company, including at the level of the Board of Management. This includes significant transactions. The function submits progress reports on the BMW Group's overarching sustainability targets to the Board of Management at least three times a year. The targets and measures with regard to reducing CO2e emissions in all scopes, the circular economy, environmental and social standards and social sustainability are presented, and the strategic and operational implementation status is discussed. A Sustainability Steering Committee (Steuerkreis Nachhaltigkeit) 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 is managed by the CSO and involves all functions with relevance to sustainability across all departments. 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.

Biodiversity

(4.3.1.1) Position of individual or committee with responsibility

Executive level

☑ Chief Procurement Officer (CPO)

(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

☑ Implementing the business strategy related to environmental issues

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☑ 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:

☑ Reports to the board directly

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

Select from:

☑ Annually

(4.3.1.6) Please explain

The Board of Management has overall responsibility for the management of BMW AG. It defines the strategy and resource framework and takes actions to implement the strategy. The Board of Management decides on product and customer-related issues of particular importance and consequence to the BMW Group, as well as on automobile product strategy. The Board of Management incorporates various sustainability matters into the decisions taken at its meetings and addresses the material impacts, risks and opportunities associated with the Company's course of business. It also monitors the key sustainability-related indicators and targets as well as department-specific sustainability activities and developments. Sustainability considerations are integrated into the BMW Group's corporate structures and processes in a comprehensive and holistic manner which involves decision makers at various levels. A decentralised approach is taken to integrate the Company's strategic objectives. Defined specialist functions in each of the Board departments are responsible for anchoring the targets within the respective organisational structure, measuring their achievement, and ensuring compliance with the strategy. The strategy is translated into an annually revised, long-term corporate plan using a control loop-based planning and management system. A target system monitors their progress, and reports on the targets and performance indicators agreed for the reporting year are submitted to the Board of Management and Supervisory Board on a regular basis.

Biodiversity

(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

☑ 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:

☑ Annually

(4.3.1.6) Please explain

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. The Sustainability and Mobility function ensures the high level management of sustainability topics as part of the Group strategy. It identifies areas where the Company potentially needs to take action, defines the targets to be achieved, and prepares corresponding resolutions to the Board of Management. The function is also responsible for ensuring that sustainability issues and all relevant material impacts, risks and opportunities are considered in all material decisions made by the Company, including at the level of the Board of Management. This includes significant transactions. The function submits progress reports on the BMW Group's overarching sustainability targets to the Board of Management at least three times a year. The targets and measures with regard to reducing CO2e emissions in all scopes, the circular economy, environmental and social standards and social sustainability are presented, and the strategic and operational implementation status is discussed. A Sustainability Steering Committee (Steuerkreis Nachhaltigkeit) 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 is managed by the CSO and involves all functions with relevance to sustainability across all departments. 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

In December 2023, the Supervisory Board set ambitious targets linked to the variable remuneration of the members of the Board of Management for the 2024 financial year. Of the total variable target remuneration available, around 39% was linked to environmental, social or governance (ESG) targets. The share of the actual variable remuneration for vesting year 2024 linked to ESG-targets amouts to approximately 48%. 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.

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

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

☑ Other, please specify :Share-based remuneration: Requirement for Board of Management members to invest an earmarked cash amount, net of tax and deductions, in shares of BMW stock immediately after Disbursement. Requirement to hold the acquired shares for at least 4 years.

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

☑ Achievement of environmental targets

Emission reduction

☑ Reduction in emissions intensity

Engagement

☑ Increased engagement with suppliers on environmental issues

(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 fringe benefits (such 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 % of the target amount) and a performance-related bonus (50 % of the target amount). 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 2024, the strategic focus targets were the reduction of fleet carbon emissions in the EU according to WLTP and global 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's 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 safeguard 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 taking of disproportionately high risks in order to achieve short-term 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 and is required for remuneration to be competitive in order to attract and retain qualified members of the Board of Management. The variable bonus is divided into two parts which have different incentive effects. 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 targets 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. 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

☑ Other, please specify :Share-based remuneration: Requirement for Board of Management members to invest an earmarked cash amount, net of tax and deductions, in shares of BMW stock immediately after Disbursement. Requirement to hold the acquired shares for at least 4 years.

(4.5.1.3) Performance metrics

Targets

☑ Progress towards environmental targets

☑ Achievement of environmental targets

Emission reduction

☑ Reduction in emissions intensity

Engagement

☑ Increased engagement with suppliers on environmental issues

(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 fringe benefits (such 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% of the target amount) and a performance-related bonus (50% of the target amount). 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 2024, the strategic focus targets were the reduction of fleet carbon emissions in the EU according to WLTP and global 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's 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 safeguard 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 taking of disproportionately high risks in order to achieve short-term 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 and is required for remuneration to be competitive in order to attract and retain qualified members of the Board of Management. The variable bonus is divided into two parts which have different incentive effects. 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 targets 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. 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

☑ Achievement of environmental targets

Emission reduction

☑ Reduction in emissions intensity

Resource use and efficiency

☑ Improvements in water efficiency – direct operations

☑ Energy efficiency improvement

Engagement

☑ Increased engagement with suppliers on environmental issues

(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 set by the 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, for example fleet emissions reduction and energy reaductions for production sites. 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 is making its contribution to Europe's overarching goal of climate neutrality by striving to achieve net zero carbon emissions across its entire value chain by 2050 at the latest. The BMW Group's ambitious sustainability targets are aligned with the 1.5°C pathway of the Paris Agreement for its CO2e emissions

(Scope 1 and Scope 2) and the Well-Below-Two-Degree (WB2C) approach for CO2e emissions from the supply chain and the use phase of automobiles (Scope 3 categories Purchased Goods and Services, Downstream Transportation and Distributions, Use of Sold Products). Further, the BMW Group is committed to continuously implementing energy efficiency measures. It has set itself the target of reducing its energy consumption per vehicle produced by 25% by 2030 compared to the 2016 base year. Progress toward these energy targets is tracked in an ongoing monitoring process. Each year, energy targets for internal management are set for the following year. This is included in our long-term corporate strategy and incorporated into remuneration for the corporate executive team.

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

☑ Achievement of environmental targets

Emission reduction

☑ Reduction in emissions intensity

Resource use and efficiency

☑ Improvements in water efficiency – direct operations

☑ Energy efficiency improvement

Engagement

☑ Increased engagement with suppliers on environmental issues

(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 Vehicle Footprint - Assurance of the target achievement concerning sustainability ratings and indexes such as MSCI ESG, Sustainalytics, 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 is making its contribution to Europe's overarching goal of climate neutrality by striving to achieve net zero carbon emissions across its entire value chain by 2050 at the latest. The BMW Group's ambitious sustainability targets are aligned with the 1.5°C pathway of the Paris Agreement for its CO2e emissions (Scope 1 and Scope 2) and the Well-Below-Two-Degree (WB2C) approach for CO2e emissions from the supply chain and the use phase of automobiles (Scope 3 categories Purchased Goods and Services, Downstream Transportation and Distributions, Use of Sold Products). Further, the BMW Group is committed to continuously implementing energy efficiency measures. It has set itself the target of reducing its energy consumption per vehicle produced by 25% by 2030 compared to the 2016 base year. Progress toward these energy targets is tracked in an ongoing monitoring process. Each year, energy targets for internal management are set for the following year. This is included in our long-term corporate strategy and incorporated into remuneration for the respective senior managers.
[Add row]

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

	Does your organization have any environmental policies?
	Select from:

	Does your organization have any environmental policies?
	☑ 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

☑ 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 CO2e emissions, energy and water consumption and waste for disposal 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 CO2e footprint across the entire 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

☑ 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

2024_09_10_Umwelterklaerung_BMW_Group_2024_TUEVsigned_DE.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

☑ 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). The BMW Group aims to achieve net zero CO2e emissions across the entire value chain by latest 2050. 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 contractual obligations such as use of green power or secondary raw material

Climate-specific commitments

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

Additional references/Descriptions

☑ Description of environmental requirements for procurement

☑ Description of renewable electricity procurement practices

☑ 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 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

☑ 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 CO2e emissions, energy and water consumption 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 CO2e footprint across the entire value chain.

(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

2024_09_10_Umwelterklaerung_BMW_Group_2024_TUEVsigned_DE.pdf

Row 4

(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 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

Nature and biodiversity hold great importance for the BMW Group from both a social and economic perspective. Intact ecosystems and their services are the foundation of life and are essential for the long-term success of the BMW Group. The decline in biodiversity has been accelerating over the past few years. Alongside combating climate change, the loss of biodiversity is one of the greatest challenges of our time. The BMW Group acknowledges its responsibility to the environment and society and pursues the overarching goal of harmonizing ecological, social, and economic considerations. The company's approach to biodiversity is guided by the principle of the mitigation hierarchy, which prioritizes the avoidance of negative impacts before any efforts to reduce or restore them. The company implements measures and goals that support biodiversity. The fields of action include combating climate change, efficiently using raw materials and resources, sustainable land use, and protecting the environment and water.

(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 stakeholder engagement and capacity building on environmental issues

Social commitments

☑ Commitment to respect and protect the customary rights to land, resources, and territory of Indigenous Peoples and Local Communities

Additional references/Descriptions

☑ Description of environmental requirements for procurement

(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 Kunming-Montreal Global Biodiversity Framework

(4.6.1.7) Public availability

Select from:

☑ Publicly available

(4.6.1.8) Attach the policy

BMW_Group_BiodiversityPolicy_EN_2024.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

☑ Leather Working Group

☑ RE100

☑ UN Global Compact

☑ World Business Council for Sustainable Development (WBCSD)

☑ Other, please specify :Catena-X, Global Platform for Sustainable Natural Rubber (GPSNR)

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

RE100 BMW Group 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 Group 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 Group 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 Group is a member of other initiatives e.g. 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., For more information see the non-exhaustive list which provides an overview of BMW Group's involvement in selected associations here: https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/company/downloads/en/2025/BMW_List_of_Memberships_ENG.pdf
[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

☑ Kunming-Montreal Global Biodiversity Framework

☑ Sustainable Development Goal 6 on Clean Water and Sanitation

(4.11.4) Attach commitment or position statement

BMW-Group-Report-2024-en_191-194.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 CO2e 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 City, Seoul, Sao Paulo 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

Environmental impacts and pressures

☑ Emissions – CO2

☑ Emissions – other GHGs

(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 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 important since experience in major markets like UK, France and Netherlands shows that the effect of changes in taxation is stronger than a purely economic analysis would indicate. Additionally, we call for 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

☑ Responding to consultations

☑ Submitting written proposals/inquiries

(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

Environmental impacts and pressures

☑ Emissions – CO2

☑ Emissions – other GHGs

(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 17.4% in 2024 (2023: 14.7%; +18.4%). 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

☑ Water

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

Energy and renewables

☑ Alternative fuels

☑ Energy efficiency requirements

☑ Energy attribute certificate systems

☑ Electricity grid access for renewables

☑ Low-carbon, non-renewable energy generation

☑ Green electricity tariffs/renewable energy PPAs

(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. The BMW Group supports political initiatives to reduce the strain on water-stressed areas and is prepared to contribute through knowledge sharing and responsible water stewardship practices. The BMW Group sees potential to contribute to the implementation of the EU Water Resilience Initiative by exploring opportunities for more sustainable water use within its operations and value chain. As part of its broader environmental goals, the company is open to engaging in dialogue and identifying areas where it can support enhanced water resilience.

(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

☑ Sustainable Development Goal 6 on Clean Water and Sanitation

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

☑ Water

(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, and they have changed 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 is also concerned with water use in the automotive industry. 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)

1356000

(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

☑ Sustainable Development Goal 6 on Clean Water and Sanitation

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

☑ Water

(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, and they have changed 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. ACEA is also concerned with water use in the automotive industry. 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)

864000

(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

☑ Sustainable Development Goal 6 on Clean Water and Sanitation

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)

1200000

(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

☑ ESRS

☑ GRI

☑ IFRS

☑ TNFD

☑ Other, please specify :SASB, ESMA, GCGC, 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

☑ Value chain engagement

☑ Dependencies & Impacts

☑ Emission targets
☑ Emissions figures
☑ Risks & Opportunities
☑ Public policy engagement
☑ Water accounting figures
☑ Content of environmental policies

(4.12.1.6) Page/section reference

Sustainability: p.91ff Sustainability strategiy: p.96 Governance: p.108ff Impacts, Risks & Opportunities: p.117ff Supplier engagement: p.117ff, p.175ff Emissions figures: p.195ff Emissions targets: p.121 EU Taxonomy: p.147ff Public Policy Engagement: p.191ff

(4.12.1.7) Attach the relevant publication

BMW-Group-Report-2024-en.pdf

(4.12.1.8) Comment

N/A

Row 2

(4.12.1.1) Publication

Select from:
☑ Other, please specify :Biodiversity Policy

(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

☑ Strategy
☑ Governance
☑ Risks & Opportunities
☑ Value chain engagement
☑ Dependencies & Impacts
☑ Public policy engagement
☑ Content of environmental policies

(4.12.1.6) Page/section reference

Strategy p.2 ff. Value chain engagement p.6 Governance p.6

(4.12.1.7) Attach the relevant publication

BMW_Group_BiodiversityPolicy_EN_2024.pdf

(4.12.1.8) Comment

N/A

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

☑ Forests

(4.12.1.4) Status of the publication

Select from:

☑ Complete

(4.12.1.5) Content elements

Select all that apply

☑ Governance

☑ Risks & Opportunities

☑ Value chain engagement

(4.12.1.6) Page/section reference

BMW GROUP ANTI-DEFORESTATION POLICY, December 2024, p.2-3

(4.12.1.7) Attach the relevant publication

202412_BMW_AntiDeforestationPolicy_EN.pdf

(4.12.1.8) Comment

https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2024/202412_BMW_AntiDeforestationPolicy_EN.pdf

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

☑ 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. 6 Emissions: p. 33ff Water accounting: p. 39ff

(4.12.1.7) Attach the relevant publication

2024_09_10_Umwelterklaerung_BMW_Group_2024_TUEVsigned_DE.pdf

(4.12.1.8) Comment

Exemplary environmental statement, also available for specific 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

☑ 2030

☑ 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 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 Group (e.g. electrification of our product portfolio, CO2e 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. Science-based, cross-sectoral methods were used for each scope to derive CO2e reduction targets for 2030 in line with the approach of the Science Based Targets initiative (SBTi). The Company has derived a 1.5°C-aligned pathway for Scope 1 and 2 emissions and integrated it in the corporate strategy. The BMW Group has defined a combined target for its Scope 3 emissions (including Purchased goods and services, Logistics, and the Use phase) in the Automotive segment due to the close interdependencies between the supply chain and use phase. The targets are based on the standards of a science-based Well-Below-Two-Degree approach in accordance with SBTi. The BMW Group uses a holistic approach for this purpose that considers the CO2e emissions of vehicles over their entire life cycle. At the time of target derivation for Scope 3 target, the target value for 2030 fully meets the requirements of the SBTi Well Below Two Degrees pathway, but is

approximately 30% higher than these theoretical targets with reference to an ideal 1.5°C pathway according to the requirements and methodology of independent organisations. As part of the development of corridors up to 2035, the demand for an increasing acceleration of decarbonization is being increasingly taken into account. 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

☑ Reputation

(5.1.1.7) Reference year

2023

(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

The materiality assessment also encompasses the identification and assessment of the impacts, risks and opportunities relating to water and marine resources. The LEAP approach is applied in this context, which is an integrated environmental assessment process comprising four steps: Locate, Evaluate, Assess and Prepare. The Aqueduct tool was used to identify the geographic areas affected by water-related risks, along with the areas where there is an interface with marine resources that could lead to significant impacts and dependencies. The following were considered: - BMW Group sites and the associated upstream and downstream activities along the value chain - Sites in areas subject to high water stress - Sectors or business lines that interface with water or marine resources at these priority locations The materiality of the impacts and dependencies were assessed using river basins as the relevant level for the site assessment and combining this with an operational risk assessment. The Company took into account the criteria of the Water Framework Directive 2000/60/EG and its guidelines.

(5.1.1.11) Rationale for choice of scenario

The BMW Group performs water risk analyses using tools like the Aqueduct Atlas to identify high-risk areas and derives priorities for specific actions from these analyses. This process also involves assessing the potential cost of forced downtime due to water shortages. Implementing a coordinated set of measures to conserve water and improve water quality contributes to mitigating water stress at affected sites. This approach also reduces the amount of financial risk to which the Company is exposed. 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

☑ IEA STEPS (previously IEA NPS)

(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:

☑ 1.6°C - 1.9°C

(5.1.1.7) Reference year

2024

(5.1.1.8) Timeframes covered

Select all that apply

☑ 2030

☑ 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 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 Group (e.g. electrification of our product portfolio, CO2e 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. Science-based, cross-sectoral methods were used for each scope to derive CO2e reduction targets for 2030 in line with the approach of the Science Based Targets initiative (SBTi). The Company has derived a 1.5°C-aligned pathway for Scope 1 and 2 emissions and integrated it in the corporate strategy. The BMW Group has defined a combined target for its Scope 3 emissions (including Purchased goods and services, Logistics, and the Use phase) in the Automotive segment

due to the close interdependencies between the supply chain and use phase. The targets are based on the standards of a science-based Well-Below-Two-Degree approach in accordance with SBTi. The BMW Group uses a holistic approach for this purpose that considers the CO2e emissions of vehicles over their entire life cycle. At the time of target derivation for Scope 3 target, the target value for 2030 fully meets the requirements of the SBTi Well Below Two Degrees pathway, but is approximately 30% higher than these theoretical targets with reference to an ideal 1.5°C pathway according to the requirements and methodology of independent organisations. As part of the development of corridors up to 2035, the demand for an increasing acceleration of decarbonization is being increasingly taken into account. 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).

Climate change

(5.1.1.1) Scenario used

Climate transition scenarios

☑ Customized publicly available climate transition scenario, please specify :IEA B2DS, STEPS, SSP1-1.9, 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

☑ Acute physical

☑ Chronic physical

☑ Liability
☑ 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
☑ 2025
☑ 2030
☑ 2040
☑ 2050
☑ 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 BMW Group uses three scenarios to identify and measure climate-related risks, which are based on the scenarios of the Shared Socioeconomic Pathways (SSP) of the Intergovernmental Panel on Climate Change (IPCC). The 2014 IPCC Report was used for the scenario analyses in 2023, while the 2023 IPCC Report was used for 2024. These climate scenarios range from a low-emissions scenario with global warming of <+1.5 °C (Paris Agreement, SSP1-1.9), a medium scenario with an average warming of +2.5 °C (intermediate, SSP2-4.5) to a >+4 °C (fossil-fueled development, SSP5-8.5) scenario. The wide range of scenarios which could occur over the longterm planning period and beyond covers plausible risks and uncertainties. Physical as well as transitory risks and opportunities are taken into account in internal management and in the preparation of the Group Financial Statements. ANALYTICAL CHOICES: 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. 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 in different ways. As a result, the company analyses a wide range of climate scenarios, identifies and measures climate-related risks and opportunities and adopts the relevant measures. During the 2024 reporting year, all material risks and opportunities for the BMW Group were analysed in terms of their sensitivity regarding three different climate scenarios. For the medium-term period until 2036, it is distinguished between transitory and physical climate risks. For the long-term period until 2050, the assessment focuses on the physical climate risks.

Climate change

(5.1.1.1) Scenario used

Physical climate scenarios

☑ RCP 1.9

(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

2023

(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 <+1.5 °C (Paris Agreement, SSP1-1.9). Paris Agreement The world is gradually embarking on a sustainable path. The global commons are being taken seriously and preserved, and the limits of nature are being respected. Instead of economic growth, the focus is increasingly on human well-being. Income inequalities between and within countries are being reduced. Consumption is geared towards low material and energy consumption. This scenario represents the lower boundary of the range of scenarios described. It can be understood as an update of the RCP2.6, combined with socioeconomic developments and latest knowledge. 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 in different ways. As a result, the company analyses a wide range of climate scenarios, identifies and measures climate-related risks and opportunities and adopts the relevant measures. During the 2024 reporting year, all material risks and opportunities for the

BMW Group were analysed in terms of their sensitivity regarding three different climate scenarios. For the medium-term period until 2036, it is distinguished between transitory and physical climate risks. For the long-term period until 2050, the assessment focuses on the physical climate risks.

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

2023

(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 in different ways. As a result, the company analyses a wide range of climate scenarios, identifies and measures climate-related risks and opportunities and adopts the relevant measures. During the 2024 reporting year, all material risks and opportunities for the BMW Group were analysed in terms of their sensitivity regarding three different climate scenarios. For the medium-term period until 2036, it is distinguished between transitory and physical climate risks. For the long-term period until 2050, the assessment focuses on the physical climate risks.

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 Group Corporate Risk Management. The aim is to identify potential risks for BMW Group locations due to climate change and water-related challenges and to avoid the development of new BMW Group 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.

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:

☑ 4.0ºC and above

(5.1.1.7) Reference year

2023

(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 high-emissions scenario with global warming of > +4°C (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 in different ways. As a result, the company analyses a wide range of climate scenarios, identifies and measures climate-related risks and opportunities and adopts the relevant measures. During the 2024 reporting year, all material risks and opportunities for the BMW Group were analysed in terms of their sensitivity regarding three different climate scenarios. For the medium-term period until 2036, it is distinguished between transitory and physical climate risks. For the long-term period until 2050, the assessment focuses on the physical climate risks.
[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. Climate change may also impact the BMW Group business model in different ways. As a result, the company analyses a wide range of climate scenarios,

identifies and measures climate-related risks and opportunities and adopts the relevant measures. During the 2024 reporting year, all material risks and opportunities for the BMW Group were analysed in terms of their sensitivity regarding three different climate scenarios. For the medium-term period until 2036, it is distinguished between transitory and physical climate risks. For the long-term period until 2050, the assessment focuses on the physical climate risks. The BMW Group uses three scenarios to identify and measure 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 <+1.5 °C (Paris Agreement, SSP1-1.9), a medium scenario with an average warming of +2.5 °C (intermediate, SSP2-4.5) to a >+4 °C (fossil-fueled development, SSP5-8.5) scenario. 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 < +1.5°C target. For the BMW Group, this is reflected in the risk dimensions #2 and #4 as well as in corporate planning while setting ambitious targets in line with the B2DS scenario. In measuring physical risks, 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. EXAMPLES: PHYSICAL CLIMATE RISKS: Climate change is likely to cause natural disasters and extreme weather events to occur more frequently at our and supplier locations, with the risk of damage to inventories and products and possible impacts on component deliveries and consequently supplies to production plants. TRANSITORY CLIMATE RISKS: Any short-notice tightening of legislation or regulations in the BMW Group's principal markets (EU, US, China) may exceed the speed at which BMW Group and its suppliers can respond and pose risks in terms of delivery volume, costs and residual values. DECISIONS/ACTIONS INFORMED BY RESULTS / TIMELINE: The BMW Group is consistently implementing the transformation towards electric, connected mobility. Beginning in 2025, we will take the next step in our transformation process with the NEUE KLASSE, which is expected to set standards in electrification, digitalisation and circularity. The NEUE KLASSE is distinguished by its new cluster architecture (NCAR), which is entirely focused on BEVs (battery electric vehicles) and expected to provide significant gains in efficiency.

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. The materiality assessment and analysis concluded that the consumption of water is material both in the BMW Group's own operations and in the upstream supply chain. Measures to reduce water consumption and use alternative sources of water, such as rainwater, were developed specifically for the Company's own facilities as early as 2009, when sustainability targets were first introduced. 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 CO2e 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 Paris Agreement and contributes to decarbonisation efforts by pursuing its own ambitious targets. The CO2e strategy draws on the Greenhouse Gas Protocol, science-based targets and implementation pathways, as well as all relevant regulatory changes. The BMW Group aims to achieve net zero CO2e emissions across the entire value chain by latest 2050. The BMW Group regards its balance of economic, ecological and social interests as the basis for its economic success. The Company has therefore anchored the material impacts, risks and opportunities related to climate change mitigation and adaptation in its corporate strategy. The BMW Group believes in the importance of regular, transparent, and long-term dialog with its stakeholders (e.g. investors) and is hence in continuous dialogue with a large number of external stakeholders regarding aspects of climate change, e.g. through one-to-one meetings, at conferences, or in response to specific inquiries. Stakeholder feedback is taken into account and contributes to the continuous development of the strategy. Stakeholders can also reach out to the BMW Group in different ways, e.g.: - BMW Group Xchange encompasses all formats such as the BMW Group Dialogues, the rad°hub and the FUTURE FORUM, providing platforms to engage in dialogue with a variety of target groups. The formats take place several times a year. The BMW Group uses the feedback and results from its stakeholder engagement in its environmental and trend analyses, which are in turn incorporated into the development of its corporate and business department strategies. In 2024, the Paris Climate Agreement and net zero goal of the BMW Group was a key topic. - Our Investor Relation department continuously gathers information (outside-in perspective) from 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 was always a high priority within the BMW Group. Against the background of the Paris Climate Agreement, policymakers in Europe are also addressing the issues of climate protection and sustainability. E.g., the EU Action Plan for Sustainable Finance aims to direct capital flows towards sustainable economic activities. - Our Annual General Meeting is another feedback mechanism wehre 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 CO2e 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 ambitious Paris Agreement targets and is taking ambitious steps in its efforts towards progressive, holistic decarbonization, on the basis of the Science Based Targets initiative (SBTi). 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. The BMW Group aims to achieve net zero CO2e emissions across the entire value chain by latest 2050. This means that the unavoidable CO2e emissions remaining after the reduction measures will be equivalent to a maximum of 10% of the absolute emissions in the base year 2019. The Scope 3 emissions will account for around 99% of the remaining total emissions. The remaining 1% of the emissions are Scope 1 and 2 emissions. This methodology is based on recognised definitions and specifications, including the ESRS. The transition plan for climate change mitigation which will be used to achieve net zero consists initially of the CO2e reduction targets for 2030, which also relate to the base year 2019. These near-term targets (NTT) for the target year 2030 provide the guiding framework used to define the actions needed. These targets are in line with the climate targets set out in the Paris Agreement to limit global warming. From the 2024 reporting year onwards, the CO2e targets will be converted from relative values to absolute values. By deriving guidelines for 2035, the time horizon of the target corridor will be extended. Science-based, cross-sectoral methods were used for each scope to derive CO2e reduction targets for 2030 in line with the approach of the Science Based Targets initiative (SBTi). The Company has derived a 1.5°C-aligned pathway for Scope 1 and 2 emissions and integrated it in the corporate strategy. The BMW Group has defined a combined target for its Scope 3 emissions (including Purchased goods and services, Logistics, and the Use phase) in the Automotive segment due to the close interdependencies between the supply chain and use phase. The targets are based on the standards of a science-based Well-Below-Two-Degree approach in accordance with SBTi. At the time of target derivation for Scope 3 target, the target value for 2030 fully meets the requirements of the SBTi Well Below Two Degrees pathway, but is approximately 30% higher than these theoretical targets with reference to an ideal 1.5°C pathway according to the requirements and methodology of independent organisations. As part of the development of corridors up to 2035, the demand for an increasing acceleration of decarbonization is being increasingly taken into account. The progress made in reducing greenhouse gas emissions in all scopes of the Greenhouse Gas Protocol 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-2024-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

The BMW Group regards its balance of economic, ecological and social interests as the basis for its economic success. The Company has therefore anchored the material impacts, risks and opportunities related to climate change mitigation and adaptation in its corporate strategy. The strategic fields of action of electrification, digitalisation and sustainability/circular economy are geared towards achieving the sustainability targets. The BMW Group is making a significant contribution to further reducing CO2e emissions in the use phase by electrifying the entire product portfolio across all automobile brands. The Group is also developing established drivetrain technologies with the aim of achieving greater efficiency (EfficientDynamics technologies) and adding new technologies to the drivetrain mix, for example hydrogen drive technology. The increased use of electricity from renewable sources for charging electrified vehicles is another area where the BMW Group has the potential to ramp up its decarbonisation performance. The BMW Group is actively involved in the expansion of the charging infrastructure and is committed to supporting this goal worldwide. The BMW Group also fosters the development and use of sustainable fuels. SUBSTANTIAL STRATEGIC DECISIONS: - R&D expenditures of EUR 9,078 million of which a substantial portion relates to the sixth generation of electric drives and the NEUE KLASSE - The BMW Group has at least one electrified model in each of its segments. Demand for all-electric automobiles across all three brands generated significant growth in sales in 2024, with a total of 426,536 vehicles sold (2023: 375,716 units; +13.5%). The number of electrified vehicles (BEV and PHEV) delivered to customers in the reporting year rose to a total of 593,150 units (2023: 565,875 units; +4.8%).

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

The BMW Group regards its balance of economic, ecological and social interests as the basis for its economic success. The Company has therefore anchored the material impacts, risks and pportunities related to climate change mitigation and adaptation in its corporate strategy. The strategic fields of action of electrification, digitalisation and sustainability/circular economy are geared towards achieving the sustainability targets. The BMW Group has established the reduction of CO2e emissions in the supply chain as a key criterion when awarding contracts to suppliers. Since 2021, the requirement to use electricity from renewable sources has applied to both our direct (tier 1) suppliers and to energy-intensive pre-production (n-tier) processes involved in the production of CO2e-intensive components and materials. Other measures include the use of secondary materials. This represents an important contribution to the decarbonisation of the supply chain on the part of the Company. The BMW Group reviews the effectiveness of the CO2-reducing measures in its series production annually in cooperation with a specialised external service provider. In 2024, the BMW Group started to review the implementation concepts of new suppliers with contracts that stipulate the use of electricity from renewable sources prior to series production. Moreover the Supply Chain Programme of the NGO CDP (formerly the Carbon Disclosure Project) is used to assess the performance of the supply chain in terms of reducing CO2e emissions. Participating suppliers are provided support with defining CO2e reduction targets, integrating them into their business processes and reporting on the progress made on a regular basis. Associated with this is a rating from which the BMW Group derives measures for supplier development and empowerment. In 2024, 271 suppliers took part in the rating. This corresponds to 79% of the BMW Group's direct production-related purchasing volume. SUBSTANTIAL STRATEGIC DECISIONS: - Establishment of CO2e indicators and electricity from renewable sources as a binding criterion for supplier nomination. - In the course of 2024, the BMW Group reviewed compliance with contractually agreed decarbonisation measures in the supply chain at 71 suppliers partially with many production locations (2023: 72). In the reporting year, verified and implemented actions reduced supply chain emissions by around 2.8 million t CO2e (2023: around 1,7 million t CO2e). It is expected that it will be possible to reduce CO2e emissions again in subsequent years based on measures in the supply chain.

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

The BMW Group regards its balance of economic, ecological and social interests as the basis for its economic success. The Company has therefore anchored the material impacts, risks and opportunities related to climate change mitigation and adaptation in its corporate strategy. The strategic fields of action of electrification, digitalisation and sustainability/circular economy are geared towards achieving the sustainability targets. During the use phase, the biggest lever is the electrification of the product portfolio across all brands. In addition, other drive technologies such as hydrogen are being further developed and will be gradually integrated into the product range. The BMW Group is also implementing efficiency improvements for conventional drivetrains and continuously increasing the use of electricity from CO2e-free sources for vehicle charging. The LCA (Life Cycle Assessment) comparison of current all-electric vehicles shows improvements that have already been realised. The next generation of battery technology in the NEUE KLASSE vehicles is expected to reduce emissions in the supply chain for the battery cell approximately by another third. By using electricity from renewable sources in selected process steps, CO2e emissions can be reduced further over the entire life cycle. Compared to comparable vehicle concepts with an internal combustion engine, Scope 3 CO2e emissions can be reduced by up to three quarters. The BMW Group is currently planning for all-electric cars in deliveries to account for more than 50% of all vehicles by 2030. SUBSTANTIAL STRATEGIC DECISIONS: - The BMW Group's research and development expenditure totaled EUR 9,078 million, as expected well above the previous year's level (2023: EUR 7,755 million; +17.1%). The increase was primarily related to the cross-series digitalisation and electrification of the vehicle fleet. In addition, new models are being developed, such as the successors to the BMW X3 and X5 models as well as further models in the NEUE KLASSE.

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

The BMW Group regards its balance of economic, ecological and social interests as the basis for its economic success. The Company has therefore anchored the material impacts, risks and opportunities related to climate change mitigation and adaptation in its corporate strategy. The strategic fields of action of electrification, digitalisation and sustainability/circular economy are geared towards achieving the sustainability targets. The BMW Group has a highly flexible production network. Consequently, the BMW Group is capable of manufacturing vehicles with both all-electric and plug-in hybrid drive systems as well as conventional combustion

engines on one single line, making it far easier to tailor the product range to suit a wide variety of customer wishes and needs. The production system is based on the strategic vision of the BMW iFACTORY, with a keen focus on sustainability, electrification, digitalisation and profitability. The BMW iFACTORY utilizes innovative technologies that facilitate flexible, efficient production with the aim of minimising the use of resources, and uses digital solutions in the fields of data science, AI, virtual planning and development to this end. Energy efficiency measures and the use of renewable energy in particular should contribute to achieving the targets in the own production of the BMW Group. Fossil fuels are increasingly being replaced by alternative technologies, particularly site-specific geothermal energy, renewable district heating and power-to-heat systems. At the new plant in Debrecen, Hungary, all paint line processes are powered by electricity instead of natural gas. This significantly reduces CO2e emissions, even if it increases electricity consumption. The plant in Debrecen sources all of its production-related electricity needs from electricity from renewable sources. These decarbonisation levers are helping the BMW Group to achieve its overall targets in a manner which is proportionate to the total volume of emissions allocated to each scope. 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 CO2e and pollutant emissions in our worldwide production network. These measures help us REDUCING PRODUCTION COSTS and prepare for new legal requirements. In 2024, the BMW Group further implemented technologies and process improvements in order to increase energy and resource efficiency in our global production network. An absolute target of 0.635 million tonnes of CO2e by 2030 has been set for direct (Scope 1) and indirect (Scope 2) emissions. This is equivalent to a 46.2% reduction in emissions compared to the base year 2019 (1.182 million tonnes of CO2e). 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 is of key importance for the BMW Group as a premium provider. The BMW Group's research and development expenditure totaled EUR 9,078 million, as expected well above the previous year's level (2023: EUR 7,755 million; +17.1%). The increase was primarily related to the cross-series digitalisation and electrification of the vehicle fleet. In addition, new models are being developed, such as the successors to the BMW X3 and X5 models as well as further models in the NEUE KLASSE. 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. The BMW Group has at least one electrified model in each of its segments. Demand for all-electric automobiles across all three brands generated significant growth in sales in 2024, with a total of 426,536 vehicles sold (2023: 375,716 units; +13.5%). 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)

20819000000

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

14.6

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

14.6

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

14.6

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

89.9

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

10.1

(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: 2025: 14.6% 2030: 14.6% Regarding the percentage share of revenue/CapEx/OpEx planned to align (according to EU Taxonomy) in 2025 and 2030, BMW Group intends to further increase these values in the next years. The values included in the questionnaire reflect the current and published taxonomy-aligned values for revenue/CapEx/OpEx. The BMW Group is not able to publish more details on and the specific assumptions for future alignment for revenue/CapEx/OpEx due to confidentiality reasons and the persistent high uncertainty and dynamics of the underlying EU Taxonomy regulation and its delegated acts. Short-term legislative and regulatory changes (for example as part of the Omnibus initiative of the European Commission) could have a severe impact on the calculation of the future taxonomy-aligned values. Since the 2022 reporting year, the BMW Group has reported on the Taxonomy-eligible and Taxonomy-aligned proportion of its revenues, capital expenditure and operating expenditure for Environmental Objectives I and II. Following the publication of the Delegated Regulation 2023/2486, the BMW Group reported the proportion of Taxonomy-eligible revenue for Environmental Objective IV (Transition to a Circular Economy) for the first time in the previous year. No economic activities of relevance for the BMW Group have been defined for the other environmental objectives. The BMW Group will be required to report on Taxonomy alignment for all relevant environmental objectives from reporting year 2024 onwards. 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 20,819 million in FY 2024, corresponding to 14.6 % 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)

10687000000

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

29.1

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

29.1

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

29.1

(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: 2025: 29.1% 2030: 29.1% Regarding the percentage share of revenue/CapEx/OpEx planned to align (according to EU Taxonomy) in 2025 and 2030, BMW Group intends to further increase these values in the next years. The values included in the questionnaire reflect the current and published taxonomy-aligned values for revenue/CapEx/OpEx. The BMW Group is not able to publish more details on and the specific assumptions for future alignment for revenue/CapEx/OpEx due to confidentiality reasons and the persistent high uncertainty and dynamics of the underlying EU Taxonomy regulation and its delegated acts. Short-term legislative and regulatory changes (for example as part of the Omnibus initiative of the European Commission) could have a severe impact on the calculation of the future taxonomy-aligned values. Since the 2022 reporting year, the BMW Group has reported on the Taxonomy-eligible and Taxonomy-aligned proportion of its revenues, capital expenditure and operating expenditure for Environmental Objectives I and II. Following the publication of the Delegated Regulation 2023/2486, the BMW Group reported the proportion of Taxonomy-eligible revenue for Environmental Objective IV (Transition to a Circular Economy) for the first time in the previous year. No economic activities of relevance for the BMW Group have been defined for the other environmental objectives. The BMW Group will be required to report on Taxonomy alignment for all relevant environmental objectives from reporting year 2024 onwards. 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. There is no independent Taxonomy-eligible capital expenditure 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 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 [<50 g CO2]) x Automotive segment revenues (2025–2030) The allocator is based on detailed long-term corporate planning for the next six years, as approved each year by the Board of Management and Supervisory Board. It is used for capital expenditure on property, plant and equipment (including right-of use assets from lessee relationships), intangible assets and expenditure on research and development for economic activity CCM 3.3. For Taxonomy-eligible and Taxonomy-aligned capital expenditure for economic activity CCM 6.5, the allocator is based on the Taxonomy-aligned financing volume for new customers in the current financial year: — Allocator for economic activity CCM 6.5: DNSH alignment factor x BEV proportion x financing volume attributable to new customer contracts (2024) It refers to capital expenditure on leased products. The Taxonomy-aligned share of CAPITAL EXPENDITURE was 29.1 % (EUR 10,687 million) for FY 2024.

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)

2146000000

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

32.3

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

32.3

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

32.3

(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: 2025: 32.3% 2030: 32.3% Regarding the percentage share of revenue/CapEx/OpEx planned to align (according to EU Taxonomy) in 2025 and 2030, BMW Group intends to further increase these values in the next years. The values included in the questionnaire reflect the current and published taxonomy-aligned values for revenue/CapEx/OpEx. The BMW Group is not able to publish more details on and the specific assumptions for future alignment for revenue/CapEx/OpEx due to confidentiality reasons and the persistent high uncertainty and dynamics of the underlying EU Taxonomy regulation and its delegated acts. Short-term legislative and regulatory changes (for example as part of the Omnibus initiative of the European Commission) could have a severe impact on the calculation of the future taxonomy-aligned values. Since the 2022 reporting year, the BMW Group has reported on the Taxonomy-eligible and Taxonomy-aligned proportion of its revenues, capital expenditure and operating expenditure for Environmental Objectives I and II. Following the publication of the Delegated Regulation 2023/2486, the BMW Group reported the proportion of Taxonomy-eligible revenue for Environmental Objective IV (Transition to a Circular Economy) for the first time in the previous year. No economic activities of relevance for the BMW Group have been defined for the other environmental objectives. The BMW Group will be required to report on Taxonomy alignment for all relevant environmental objectives from reporting year 2024 onwards. 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. There is no independent Taxonomy-eligible operating expenditure 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 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 [<50 g CO2]) x Automotive segment revenues (2025–2030) The allocator is based on detailed long-term planning for the next six years, as approved each year by the Board of Management and Supervisory Board. For operating expenditure, the allocator is only applied to non-capitalised development costs. For other operating expenditure (non-capitalised right-of-use assets (lessee), maintenance/repair expenses) relating to economic activity CCM 3.3, the allocator is based on the Taxonomy-aligned revenues generated from the Automotive and Motorcycles segment in the reporting period. OPERATING EXPENDITURE incurred for Taxonomy-aligned economic activities amounted to EUR 2,146 million, corresponding to 32 % for FY 2024.
[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)

19077000000

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

13.4

(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

13.4

(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)

7680000000

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

20.9

(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

20.9

(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)

2125000000

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

32

(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

32

(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 activity CCM 3.3 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. There is no independent Taxonomy-eligible capital expenditure and operating expenditure 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 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 [<50 g CO2]) x Automotive segment revenues (2025-2030) The allocator is based on detailed long-term corporate planning for the next six years, as approved each year by the Board of Management and Supervisory Board. It is used for capital expenditure on property, plant and equipment (including right-of use assets from lessee relationships), intangible assets and expenditure on research and development for economic activity CCM 3.3. For operating expenditure, the allocator is only applied to non-capitalised development costs. For other operating expenditure (non-capitalised right-of-use assets (lessee), maintenance/repair expenses) relating to economic activity CCM 3.3, the allocator is based on the Taxonomy-aligned revenues generated from the Automotive and Motorcycles segment in the reporting period.

(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 < 50 g CO2/km WLTP by 2025) and zero-emission vehicles (BEV and motorcycles with 0 g CO2/km). Economic activity CCM 3.3 and economic activity CCM 6.5 as undertaken by the BMW Group are also described under Environmental Objective II "Climate change adaptation". There are, however, no identifiable values that can be separated from Environmental Objective I "Climate change mitigation". In order to identify the specific carbon emissions of PHEV that are not determined in line with Regulation (EU) 2019/631 (among others, USA and China), assumptions were made based on the worst-case value for that vehicle model, even though these emissions may have been lower in reality.

(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-2024-en.pdf

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)

1742000000

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

1.2

(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

1.2

(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)

3006000000

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

8.2

(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

8.2

(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)

21000000

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

0.3

(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

0.3

(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 activity 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, CAPEX and OPEX 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 independent Taxonomy-eligible capital expenditure and operating expenditure 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 6.5, the allocator is based on the Taxonomy-aligned financing volume for new customers in the current financial year: — Allocator for economic activity CCM 6.5: DNSH alignment factor x BEV proportion x financing volume attributable to new customer contracts (2024) It refers to CAPEX on leased products.

(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 < 50 g CO2/km WLTP by 2025) and zero-emission vehicles (BEV and motorcycles with 0 g CO2/km). Economic activity CCM 3.3 and economic activity CCM 6.5 as undertaken by the BMW Group are also described under Environmental Objective II "Climate change adaptation". There are, however, no identifiable values that can be separated from Environmental Objective I "Climate change mitigation". In order to identify the specific carbon emissions of PHEV that are not determined in line with Regulation (EU) 2019/631 (among others, USA and China), assumptions were made based on the worst-case value for that vehicle model, even though these emissions may have been lower in reality.

(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-2024-en.pdf

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)

75002000000

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

52.7

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

4800000000

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

13.1

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

4206000000

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

63.4

(5.4.2.27) Calculation methodology and supporting information

All Taxonomy-eligible revenues, CAPEX and OPEX for economic activity CCM 3.3 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. There is no independent Taxonomy-eligible capital expenditure and operating expenditure 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 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 [<50 g CO2]) x Automotive segment revenues (2025-2030) The allocator is based on detailed long-term corporate planning for the next six years, as approved each year by the Board of Management and Supervisory Board. It is used for capital expenditure on property, plant and equipment (including right-of use assets from lessee relationships), intangible assets and expenditure on research and development for economic activity CCM 3.3. For operating expenditure, the allocator is only applied to non-capitalised development costs. For other operating expenditure (non-capitalised right-of-use assets (lessee), maintenance/repair expenses) relating to economic activity CCM 3.3, the allocator is based on the Taxonomy-aligned revenues generated from the Automotive and Motorcycles segment in the reporting period.

(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 < 50 g CO2/km WLTP by 2025) and zero-emission vehicles (BEV and motorcycles with 0 g CO2/km). Economic activity CCM 3.3 and economic activity CCM 6.5 as undertaken by the BMW Group are also described under Environmental Objective II "Climate change adaptation". There are, however, no identifiable values that can be separated from Environmental Objective I "Climate change mitigation". In order to identify

the specific carbon emissions of PHEV that are not determined in line with Regulation (EU) 2019/631 (among others, USA and China), assumptions were made based on the worst-case value for that vehicle model, even though these emissions may have been lower in reality.

(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 on the specific requirements for economic activity CCM 3.3 “Manufacture of low carbon technologies for transport”.

(5.4.2.32) Minimum safeguards compliance requirements met

Select from:

☑ Yes

(5.4.2.33) Attach any supporting evidence

BMW-Group-Report-2024-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)

30374000000

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

21.3

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

21192000000

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

57.6

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

284000000

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

4.3

(5.4.2.27) Calculation methodology and supporting information

All Taxonomy-eligible revenues, CAPEX and OPEX for economic activity 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, CAPEX and OPEX 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 independent Taxonomy-eligible capital expenditure and operating expenditure 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 6.5, the allocator is based on the Taxonomy-aligned financing volume for new customers in the current financial year: — Allocator for economic activity CCM 6.5: DNSH alignment factor x BEV proportion x financing volume attributable to new customer contracts (2024) It refers to CAPEX on leased products.

(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 < 50 g CO2/km WLTP by 2025) and zero-emission vehicles (BEV and motorcycles with 0 g CO2/km). Economic activity CCM 3.3 and economic activity CCM 6.5 as undertaken by the BMW Group are also described under Environmental Objective II "Climate change adaptation". There are, however, no identifiable values that can be separated from Environmental Objective I "Climate change mitigation". In order to identify the specific carbon emissions of PHEV that are not determined in line with Regulation (EU) 2019/631 (among others, USA and China), assumptions were made based on the worst-case value for that vehicle model, even though these emissions may have been lower in reality.

(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 on the specific requirements for 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-2024-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. They 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 regulations on 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

Since the 2022 reporting year, the BMW Group has reported on the Taxonomy-eligible and Taxonomy-aligned proportion of its revenues, capital expenditure and operating expenditure for Environmental Objectives I and II. Following the publication of the Delegated Regulation 2023/2486, the BMW Group reported the proportion of Taxonomy-eligible revenue for Environmental Objective IV (Transition to a Circular Economy) for the first time in the previous year. No economic activities of relevance for the BMW Group have been defined for the other environmental objectives. The BMW Group will be required to report on Taxonomy alignment for all relevant 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 aims to achieve net zero carbon emissions across the entire value chain (Scope 1, 2 and 3) by no later than 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) In contrast to the previous year, economic activity CE 5.4 only includes the sale of used third-party brand automobiles that are purchased by the BMW Group from third parties and resold to external third parties at the end of the lease agreement. The sale of lease returns from BMW Group brands, on the other hand, is reported under CCM 6.5. While all lease and financing activities are

still reported under CCM 6.5 in their entirety, this change draws a clear distinction between the remarketing of BMW Group brand vehicles on the one hand (CCM 6.5) and the sale or trade of second-hand automobiles on the other (CE 5.4). THIRD PARTY VERIFICATION: The entire report of BMW Group, 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)

9078000000

(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. 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 has at least one electrified model in each of its segments. Demand for all-electric automobiles across all three brands generated significant growth in sales in 2024, with a total of 426,536 vehicles sold (2023: 375,716 units; +13.5%). The number of electrified vehicles (BEV and PHEV) delivered to customers in the reporting year rose to a total of 593,150 units (2023: 565,875 units; +4.8%). The share of all-electric automobile deliveries increased in 2024 to 17.4% (2023: 14.7%), while electrified vehicles accounted for a total share of 24.2% (2023: 22.2%). The increasing electrification of the product portfolio had a positive effect on the development of fleet carbon emissions. The BMW Group's research and development expenditure totaled EUR 9,078 million, as expected well above the previous year's level (2023: EUR 7,755 million; +17.1%). The increase was primarily related to the cross-series digitalisation and electrification of the vehicle fleet. In addition, new models are being

developed, such as the successors to the BMW X3 and X5 models as well as further models in the NEUE KLASSE. As a consequence of the related higher costs in combination with lower revenues, the research and development expenditure ratio also increased. 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. The BMW Group's research and development expenditure totalled € 9,078 million, as expected well above the previous year's level (2023: € 7,755 million; +17.1%). The increase was primarily related to the cross-series digitalisation and electrification of the vehicle fleet. In addition, new models are being developed, such as the successors to the BMW X3 and X5 models as well as further models in the NEUE KLASSE.

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)

9078000000

(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. The BMW Group's research and development expenditure totalled € 9,078 million, as expected well above the previous year's level (2023: € 7,755 million; +17.1%). The increase was primarily related to the cross-series digitalisation and electrification of the vehicle fleet. In addition, new models are being developed, such as the successors to the BMW X3 and X5 models as well as further models in the NEUE KLASSE. After trialling fuel cell technology in the BMW iX5 Hydrogen in a pilot fleet worldwide, the BMW Group is taking the next steps to prepare for series production of hydrogen-powered cars from 2028. This will be an additional all-electric and locally emissionsfree drivetrain option for the customers of the BMW Group. The next generation of fuel cell drive technology is being developed in collaboration with the Toyota Motor Corporation. Both cooperation partners are advocating for framework conditions that will facilitate the early expansion of hydrogen mobility and ensure its economic viability. In supporting the requisite infrastructure, the two companies aim to establish the FCEV market as an additional pillar to other drive technologies. They are also involved in regional and local projects that serve to advance the development of hydrogen infrastructure through joint initiatives. The BMW Group is also committed to promoting hydrogen technology at a supranational level and is involved in international 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)

9078000000

(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. The BMW Group's research and development expenditure totalled € 9,078 million, as expected well above the previous year's level (2023: € 7,755 million; +17.1%). The increase was primarily related to the cross-series digitalisation and electrification of the vehicle fleet. In addition, new models are being developed, such as the successors to the BMW X3 and X5 models as well as further models in the NEUE KLASSE. High-performance, innovative and sustainably produced battery cells are the key to success for individual electromobility. With the NEUE KLASSE, as of 2025 the BMW Group will be using newly developed battery cells for the first time, which are explicitly coordinated to suit the new vehicle architecture. The energy density in the sixth generation of our lithium-ion cells is around 20% higher than in previous generations, with charging speed improved by up to 30% and range by around 30%. The new Cell Manufacturing Competence Centre (CMCC) in Parsdorf near Munich plays a key role for the BMW Group. In a pilot, it enabled the BMW Group to accurately replicate the value-added processes involved in manufacturing battery cells. The BMW Group will take the findings of this pilot scheme and apply them in close collaboration with its mass production partners for battery cells at a later stage. The strategy enables the BMW Group to set new standards regarding the quality, performance, cost and ecological sustainability of battery cells.
[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 2024. OPEX: Water consumption per vehicle in 2024 decreased compared to 2023 (1.78 to 1.67 m3/vehicle). Absolute water withdrawals remained on a comparable level. Wastewater has been significantly decreased by -22% (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 2023. Due to an expected slight increase in vehicle volumes in 2025 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

An internal carbon price is used as a shadow price in the development phase of vehicle projects (automobiles) to assess the measures taken to reduce carbon emissions in the use phase. This carbon price was determined on the basis of fleet regulations in the EU. These regulations stipulate a penalty of EUR 95 per gram of CO2 for each unit sold if the target is not met. The value is converted over an assumed mileage of 200,000 km to a price of EUR 475 per tonne of CO2. Vehicle projects are managed directly based on impacts in g CO2/km while drawing on expected vehicle emissions and their impact on the BMW Group fleet.

(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 GROUP 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. Remark how the price tag is derived: This internal price is only applicable to the automotive segment. We report 100% coverage, for competitive reasons the non-significant other share is not disclosed. An internal carbon price is used as a shadow price in the development phase of vehicle projects (automobiles) to assess the measures taken to reduce carbon emissions in the use phase. This carbon price was determined on the basis of fleet regulations in the EU. These regulations stipulate a penalty of EUR 95 per gram of CO2 for each unit sold if the target is not met. The value is converted over an assumed mileage of 200,000 km to a price of EUR 475 per tonne of CO2. Vehicle projects are managed directly based on impacts in g CO2/km while drawing on expected vehicle emissions and their impact on the BMW Group fleet. The penalties that may be imposed are appropriate when assessing measures as they directly represent the costs that would be incurred if the targets were not met. The costs of carbon measures can therefore be directly compared to potential penalty payments and used as a basis for assessing emissions from the use phase. The BMW Group's internal carbon price is applied to 100% of Scope 3 CO2e emissions from the use phase of the automobile sector. In the 2024 reporting year, this price was applied to 90,667,226 t CO2e. This is equivalent to 69.1% of the total CO2e emissions of the BMW Group. 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 electricity from renewable sources, 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 CO2e-reduced energy-intensive raw materials correlate with ETS price levels. For important sourcing decisions (e.g. supply chain for CO2e burdened raw materials like aluminum and steel) CO2e 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 CO2e 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 electricity from renewable sources, 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

☑ Existing water tariffs

☑ Costs of treating water

☑ Costs of disposing water

☑ Anticipated water tariffs

☑ Costs of transporting water

(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

	Engaging with this stakeholder on environmental issues	Environmental issues covered
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 called 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 threshold 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

71

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 prioritized according to mitigation potential via their procurement spend

(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 2024, we requested relevant suppliers with high contribution to our upstream environmental impact to report in detail on WATER SECURITY via the CDP Supply Chain Program, 271 responded. This corresponds to 79% of the BMW Group's direct production-related purchasing volume. 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 threshold 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

☑ Business risk mitigation

☑ Procurement spend

☑ Regulatory compliance

☑ Reputation management

(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:

☑ 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

☑ Business risk mitigation

(5.11.2.4) Please explain

Focus on CO2e reduction and raising Secondary Raw Material Quota (SRQ).
[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. The BMW Group has established the reduction of CO2e emissions in the supply chain as a key criterion when awarding contracts to suppliers. Since 2021, the requirement to use electricity from renewable sources has applied to both our direct (tier 1) suppliers and to energy-intensive pre-production (n-tier) processes involved in the production of CO2e-intensive components and materials. Other measures include the use of secondary materials. This represents an important contribution to the decarbonisation of the supply chain on the part of the Company. The BMW Group reviews the effectiveness of the CO2-reducing measures in its series production annually in cooperation with a specialised external service provider. 71 suppliers, partially with many production locations, were assessed in this regard in 2024. In the reporting year, verified and implemented actions reduced supply chain emissions by around 2.8 million t CO2e.

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 for suppliers with direct production related purchasing volumes respectively environmental impacts, a clear timeline with milestones is agreed. Issues have to be resolved latest to Start of Production. E.g. BMW Group expects from its suppliers implementation of an environmental management system according to ISO14001 (or similar) 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:

☑ 51-75%

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

Select from:

☑ 51-75%

(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 2024, 271 suppliers took part in the rating. This corresponds to 79% of the BMW Group's direct production-related purchasing volume. BMW Group 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 CO2e reduction initiatives, measuring emissions and the setting of science-based emission reduction targets when releasing bidder circles for nomination process. BMW Group reports its CO2e 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 Group, 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 CO2e: 3rd party; Verification of CO2e reduction measures on a yearly basis by an external CO2e auditor company on behalf of BMW Group

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

Select from:
☑ 51-75%

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

Select from:
☑ 51-75%

(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. The BMW Group has established the reduction of CO2e emissions in the supply chain as a key criterion when awarding contracts to suppliers. Since 2021, the requirement to use electricity from renewable sources has applied to both our direct (tier 1) suppliers and to energy-intensive pre-production (n-tier) processes involved in the production of CO2e-intensive components and materials. Other measures include the use of secondary materials. The BMW Group reviews the effectiveness of the CO2-reducing measures in its series production annually in cooperation with a specialised external service provider. 71 suppliers, partially with many production locations were assessed in this regard in 2024. In the reporting year, verified and implemented actions reduced supply chain emissions by around 2.8 million t CO2e. On explicitly CO2e intensive components BMW Group 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 CO2e: 3rd party; Verification of CO2e reduction measures on a yearly basis by an external CO2e auditor company on behalf of BMW Group

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

Select from:
☑ 51-75%

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

Select from:
☑ 51-75%

(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. The BMW Group has established the reduction of CO2e emissions in the supply chain as a key criterion when awarding contracts to suppliers. Since 2021, the requirement to use electricity from renewable sources has applied to both our direct (tier 1) suppliers and to energy-intensive pre-production (n-tier) processes involved in the production of CO2e-intensive components and materials. Other measures include the use of secondary materials. The BMW Group reviews the effectiveness of the CO2-reducing measures in its series production annually in cooperation with a specialised external service provider. 71 suppliers, partially with many production locations were assessed in this regard in 2024. In the reporting year, verified and implemented actions reduced supply chain emissions by around 2.8 million t CO2e. On explicitly CO2e intensive components BMW Group 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 CO2e agreements: 3rd party; Verification of CO2e reduction measures on a yearly basis by an external CO2e auditor company on behalf of BMW Group

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

Select from:

☑ 51-75%

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

Select from:

☑ 26-50%

(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:

☑ 26-50%

(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, we developed an approach to review suppliers' concepts for the use of electricity from renewable sources 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. 71 suppliers were assessed in this regard in 2024. In the reporting year, verified and implemented actions reduced supply chain emissions by around 2.8 million t CO2e. It is expected that it will be possible to reduce CO2e emissions again in subsequent years based on measures in the supply chain.
[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 :CO2e emission reduction performance as part of the supplier nomination process and contractual obligations; Verification of CO2e reduction measures on a yearly basis by an external auditor company on behalf of BMW Group

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

30

(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: The BMW Group aims to actively promote decarbonisation in its own supply chain and reduce carbon emissions along the entire value chain. In general, the acceptance of the Supplier Code of Conduct is a prerequisite for the nomination of a supplier location. Therein suppliers commit themselves to undertake decarbonisation initiatives. Since 2021, the requirement to use electricity from renewable sources has applied to both our direct (Tier 1) suppliers and to energy-intensive pre-production (Tier n) processes involved in the production of CO2e-intensive components and materials. Other measures include the use of secondary materials, in Tier 1 as well as in Tier n. In 2024, in 100% of nominations of direct suppliers (material/parts for production), the potential for CO2e reductions has been assessed. About half of the nominated parts have been identified as CO2e relevant (noticeable reduction potential). In consequent CO2e reduction measures have been agreed contractually. These activities covers >76% of our procurement spend as well as >76% of Tier 1 Scope 3 emissions. IMPACT OF ENGAGEMENT: We invest in supplier capacity building. To support suppliers we offer e.g. online training via the BMW Group Partner Academy. Topics are inter alia our decarbonization strategy, expected quality of CO2e reducing measures or our verification process to approve year by year measure implementation. Also the year by year approval process includes as first step supplier capacity building (e.g. processes, systems and documents needed to prove implementation). Our activities lead to measurable reductions. In the reporting year, verified and implemented actions reduced supply chain emissions by around 2.8 million t CO2e. It is expected that it will be possible to reduce CO2e emissions again in subsequent years based on measures in the supply chain. MEASURES OF SUCCESS: Approved implementation of measures in our supply chain is one measure of success. In 2024, the BMW Group reviewed compliance with contractually agreed decarbonisation measures in the supply chain at 71 suppliers, partially with many production locations (2023: 72). Quantitative threshold for measures of success: 100% adherence to agreed decarbonization measure. EXAMPLE: In 2024, the BMW Group started to review the implementation concepts of new suppliers with contracts that stipulate the use of electricity from renewable sources 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 Group 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?language=en 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?language=en 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 2024, the results showed that 94% 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 2018. In 2024, 236 of the 243 responding suppliers have reported to have a water policy in place (97%).

(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

15

(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 Secondary Raw Material Quota 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 Group 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 2024, 271 suppliers took part in the rating. This corresponds to 79% of the BMW Group's direct production-related purchasing volume. IMPACT OF ENGAGEMENT: The BMW Group is pressing ahead with its efforts to decarbonize its own supply chain. An absolute target of 108 million tonnes of CO2e for 2030 was defined for Scope 3 emissions in the Automotive segment, based on Purchased goods and services, Logistics and the Use phase. This is equivalent to a 27.5% reduction in emissions compared to the base year 2019 (148.9 million tonnes of CO2e). For this reason, the Group has established a firm commitment to make carbon-reducing measures an award criterion in its supplier network. Herein BMW Group 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 CO2e strategies, transition plans and achievements is used in supplier dialogues on management level, taking place on a regular basis. MEASURES OF SUCCESS: 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. EXAMPLE: In 2024, in 100% of nominations, the potential for CO2e reductions is assessed. About half of the nominated parts has been identified as CO2 relevant. In consequent CO2e reduction measures has been agreed contractually with the nominated suppliers.

(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 Strategy is to find the right balance between business, the environment and society. The key areas of focus within the strategy are electrification, digitalisation and sustainability or circularity. Sustainability encompasses the strategic organisation of the entire value chain. 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. 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 Strategy is to find the right balance between business, the environment and society. The key areas of focus within the strategy are electrification, digitalisation and sustainability or circularity. Sustainability encompasses the strategic organisation of the entire value chain. 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%). In order to achieve positive impacts preventively, the BMW Group provides mandatory training for its own purchasing staff on a needs basis. The BMW Group also provides voluntary training for purchasing staff, process partners and suppliers on the topic of sustainability in the supply chain. In

addition, training documentation is reviewed by the direct suppliers for their own field of business. The training courses explain how environmental and social standards are interrelated and clearly communicate the BMW Group's expectations and due diligence measures. Participants in the training programme are made aware of the importance of due diligence in the supply chain and learn how to identify and minimise risks. The BMW Group provides specific training both as part of a comprehensive skills development programme and in special seminars for suppliers, such as a certified training course on the topic of sustainability. Moreover, suppliers can access industry-wide training programmes run by initiatives such as the RBA, in which the BMW Group is involved. These training programmes are integrated into the process of conducting on-site assessments at supplier sites as, among other things, an additional measure to increase their effectiveness. 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. With a focus on electrification, digitalisation and sustainability, the customer experience and a new design language are at the core of the NEUE KLASSE. Rationale: Climate change is an integral component of our BMW Group Strategy. This is why we inform customers about goals and achievements through various channels, incl. websites, apps and social media. A key driver for reducing CO2e emissions is electromobility, which will be further accelerated by the introduction of the Neue Klasse. Circular economy is an essential contribution to reducing CO2e and ensuring resilience against external risks as well as meeting regulatory requirements. It is an essential part of our sustainability strategy. Scope of Engagement: The BMW Group believes in the importance of regular, transparent, and long-term dialog with its stakeholders. The BMW Group has revised its Stakeholder Engagement Policy in 2024, and in doing so also reviewed and redefined its key stakeholders. Customers are also one of its key stakeholders. The BMW Group is committed to protecting people and the environment by acting responsibly beyond the confines of its plants. The ECOVADIS questionnaire is a prerequisite for B2B tendering processes or is asked via CDP Supply Chain to explain its approach to fuel efficiency and zero emission mobility. Certified life cycle assessments allow the BMW Group to demonstrate how measures affect environmental footprints both before and after purchase. We externally provide these life cycle assessments within the "vehicle footprint", informing on key E/S/G aspects of new BMW Group vehicles. Going forward, the BMW Group publishes analogous reports for vehicle start-ups based on a representative model per drivetrain type. Because climate-related information is shared via all these channels all customers can access this information. This is why we selected 100 % in "% of customers by number".

(5.11.9.6) Effect of engagement and measures of success

Measures of success: We measure success in each market and analyze xEVs (BEV/PHEV) shares. E/S/G aspects are included in customer surveys on products, services, and our sustainability performance. Studies conducted in major markets with various customer groups, ensure the customer feedback is integrated into our ongoing sustainability strategy development. 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. Impact of Engagement: The BMW Group believes in the importance of regular, transparent, and long-term dialog with its stakeholders, like customers. The feedback and results of the stakeholder engagement are shared internally with the responsible departments for the specified aspects to discuss and evaluate them. Based on the considerations made, this ensures that the contributions are incorporated not only into the relevant specialist strategies but also into the corporate strategy. If immediate operational measures are required, the feedback is promptly forwarded to the relevant

specialists department in oder to assess the impact and if necessary, eliminate or minimize it. The comprehensive information to customers enhances efficiency and higher demand for our e-mobility products. The BMW Group offers a wide range of information on the proper use of its products and services.

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

The BMW Group believes in the importance of regular, transparent, and long-term dialog with its stakeholders. The BMW Group has revised its Stakeholder Engagement Policy in 2024, and in doing so also reviewed and redefined its key stakeholders. Customers are also one of its key stakeholders. 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 believes in the importance of regular, transparent, and long-term dialog with its stakeholders, like customers. The feedback and results of the stakeholder engagement are shared internally with the departments responsible for the specified aspects to discuss and evaluate them. Based on the considerations made, this ensures that the contributions are incorporated not only into the relevant specialist strategies but also into the corporate strategy. If immediate operational measures are required, the feedback is promptly forwarded to the relevant specialists department in oder to assess the impact and, if necessary, eliminate or minimize it. The BMW Group aims to continuously reduce water consumption at its production plants in order to prevent potential water supply risks. In the reporting period, specific potable water consumption per vehicle in automobile production was 1.67 m3, lower than in the previous year (2023: 1.78 m3/–6.2%). A continuous decrease in water consumption has been recorded in line with the planning of the BMW Group. The BMW Group uses surveys (including a corporate reputation study), social media, trade fairs, and mass media for dialoque with customers.

Climate change

(5.11.9.1) Type of stakeholder

Select from:

☑ Other value chain stakeholder, please specify :suppliers, civil society, networks, media, politics, science, customers, partners, employees

(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:

☑ 26-50%

(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

The BMW Group operates in a highly interconnected world. Its business activities have an impact on the environment in which it operates and can affect the interests of a wide range of groups both directly and indirectly. Conversely, social trends and developments can influence many aspects of the BMW Group's business

operations. The BMW Group believes in the importance of regular, transparent, and long-term dialog with its stakeholders. The BMW Group has revised its Stakeholder Engagement Policy in 2024, and in doing so also reviewed and redefined its key stakeholders. In addition to engaging in specific stakeholder dialogs and interactions, the BMW Group participates in public and political discussions and maintains regular, intensive dialog with capital market participants. The BMW Group encourages interaction with its stakeholders across all business activities and engages in continuous dialog with various stakeholders through one-to-one meetings, at conferences, or in response to specific inquiries. Stakeholders can also reach out to the BMW Group in different ways. Multiple communication channels are available to all stakeholders. 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.: — NEUE KLASSE with a focus on innovations in the areas of electrification, digitalisation and sustainability — The Paris Climate Agreement and the net zero goal of the BMW Group — 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, especially regarding the procurement of raw materials for electromobility applications — 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

The BMW Group believes in the importance of regular, transparent, and long-term dialog with its stakeholders, like customers. The feedback and results of the stakeholder engagement are shared internally with the departments responsible for the specified aspects to discuss and evaluate them. Based on the considerations made, this ensures that the contributions are incorporated not only into the relevant specialist strategies but also into the corporate strategy. If immediate operational measures are required, the feedback is promptly forwarded to the relevant specialists department in order to assess the impact and, if necessary, eliminate or minimize it. The systematic search for stakeholder perspectives and expertise, along with understanding, addressing, and managing their expectations, enables the BMW Group to pursue various goals through stakeholder engagement like compliance with legal standards, transparency, knowledge transfer, trust building, information, expectation management, acceptance, discussion, openness and collaboration.

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 2024 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. The BMW Group will continue to interact closely and constructively with its stakeholders and develop existing dialogue opportunities in 2025, 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 BMW Group believes in the importance of regular, transparent, and long-term dialog with its stakeholders, like customers. The feedback and results of the stakeholder engagement are shared internally with the departments responsible for the specified aspects to discuss and evaluate them. Based on the considerations made, this ensures that the contributions are incorporated not only into the relevant specialist strategies but also into the corporate strategy. The feedback of investors and shareholders is of importance for the external materiality analysis as a basis for the annual BMW Group report. 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.

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

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 2024 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. The BMW Group will continue to interact closely and constructively with its stakeholders and develop existing dialogue opportunities in 2025, 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. The BMW Group strives for transparency and open dialog on sustainability topics with its investors and shareholders. We disclose water-related information about our products in our annual BMW Group Report 2024.

(5.11.9.6) Effect of engagement and measures of success

In the BMW Group Report 2024, we inform about process and technology innovations in our production that help us reduce water consumption and improve waste water quality. One example: the BMW Group is planning to install a dry separation system in the paint shop at the Leipzig plant by 2027 to further reduce water consumption. 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). In the reporting period, specific potable water consumption per vehicle in automobile production was 1.67 m3, lower than in the previous year (2023: 1.78 m3/– 6.2%). A continuous decrease in water consumption has been recorded in line with the planning of the BMW Group. The BMW Group believes in the importance of regular, transparent, and long-term dialog with its stakeholders, like customers. The feedback and results of the stakeholder engagement are shared internally with the departments responsible for the specified aspects to discuss and evaluate them. Based on the considerations made, this ensures that the contributions are incorporated not only into the relevant specialist strategies but also into the corporate strategy. The feedback of investors and shareholders is of importance for the external materiality analysis as a basis for the annual BMW Group report. As in 2024, our activities will include direct dialogue as well as participation in ESG conferences.

Water

(5.11.9.1) Type of stakeholder

Select from:

☑ Other value chain stakeholder, please specify :suppliers, civil society, networks, media, politics, science, customers, partners, employees

(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 in a highly interconnected world. Its business activities have an impact on the environment in which it operates and can affect the interests of a wide range of groups both directly and indirectly. Conversely, social trends and developments can influence many aspects of the BMW Group's business operations. The BMW Group believes in the importance of regular, transparent, and long-term dialog with its stakeholders. The BMW Group has revised its Stakeholder Engagement Policy in 2024, and in doing so also reviewed and redefined its key stakeholders. In addition to engaging in specific stakeholder dialogs and interactions, the BMW Group participates in public and political discussions and maintains regular, intensive dialog with capital market participants. The BMW Group encourages interaction with its stakeholders across all business activities and engages in continuous dialog with various stakeholders through one-to-one meetings, at conferences, or in response to specific inquiries. Stakeholders can also reach out to the BMW Group in different ways. Multiple communication channels are available to all stakeholders. 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.: — NEUE KLASSE with a focus on innovations in the areas of electrification, digitalisation and sustainability — The Paris Climate Agreement and net zero goal of the BMW Group — 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, especially regarding the procurement of raw materials for electromobility applications — 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

The BMW Group believes in the importance of regular, transparent, and long-term dialog with its stakeholders, like customers. The feedback and results of the stakeholder engagement are shared internally with the departments responsible for the specified aspects to discuss and evaluate them. Based on the considerations

made, this ensures that the contributions are incorporated not only into the relevant specialist strategies but also into the corporate strategy. If immediate operational measures are required, the feedback is promptly forwarded to the relevant specialists department in oder to assess the impact and, if necessary, eliminate or minimize it. The systematic search for stakeholder perspectives and expertise, along with understanding, addressing, and managing their expectations, enables the BMW Group to pursue various goals through stakeholder engagement like compliance with legal standards, transparency, knowledge transfer, trust building, information, expectation management, acceptance, discussion, openness and collaboration.
[Add row]

C6. Environmental Performance - Consolidation Approach

(6.1) Provide details on your chosen consolidation approach for the calculation of environmental performance data.

Climate change

(6.1.1) Consolidation approach used

Select from:

☑ Financial control

(6.1.2) Provide the rationale for the choice of consolidation approach

ESRS 1 paragraph 62 states, that the sustainability statement shall be based on the same reporting boundaries as for the financial statements. Within the 2024 reporting there are some minor exceptions regarding some entity-specific-disclosures (mainly targets).

Water

(6.1.1) Consolidation approach used

Select from:

☑ Financial control

(6.1.2) Provide the rationale for the choice of consolidation approach

Consistent consolidation approach across all environmental issues.

Plastics

(6.1.1) Consolidation approach used

Select from:

☑ Financial control

(6.1.2) Provide the rationale for the choice of consolidation approach

Consistent consolidation approach across all environmental issues.

Biodiversity

(6.1.1) Consolidation approach used

Select from:

☑ Financial control

(6.1.2) Provide the rationale for the choice of consolidation approach

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

☑ Yes, a change in boundary

(7.1.2.2) Details of methodology, boundary, and/or reporting year definition change(s)

All reported emissions are calculated with CO2e-factors (previously some scopes/categories were calculated using CO2-factors). Biogenic emissions are calculated for all scopes (previously only some scope 1 categories). Emissions reporting reflects all segments of the BMW Group (e.g. adding the motorcycles segment to Scope 3 categories 1 and 11) and follows the financial control approach (new e.g. for Scope 1 and 2, extrapolations for some scope 3 categories). Further, in Scope 1 and 2 destroyed VOCs were added.
[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 1
☑ Scope 2, market-based

(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 ESRS and 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). For Scope 1 and 2 absolute target setting, base year emissions were revised to reflect changes in emission accounting methodologies (in line with question 7.1.2). Only the emissions which are part of the reduction path targeted scope disclosed in the latest BMW Group Report 2024 have been recalculated. The base year 2019 emissions figures (Scope 1, 2 and 3) were last published in the BMW Group Report 2023 and have not been restated or separately disclosed in the latest report.

(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)
☑ Other, please specify :European Sustainability Reporting Standards (ESRS)

(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

Immaterial Scope 1 and Scope 2 emissions (e.g. refilled refrigerants, CO2 dry ice, emergency diesel generators, hydrogen) are excluded. Emissions in Scope 3 categories 2 (Capital goods), 3 (Fuel and energy-related activities), 5 (Waste generated in operations), 8 (Upstream leased assets), 10 (Processing of sold products), 13 (Downstream leased assets), 14 (Franchises) and 15 (Investments) are not reported for reasons of materiality, as they account for around 3% of total emissions and are not significant.

(7.4.1.2) Scope(s) or Scope 3 category(ies)

Select all that apply

☑ Scope 1
☑ Scope 3: Franchises
☑ Scope 3: Investments
☑ Scope 2 (market-based)
☑ Scope 3: Capital goods
☑ Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)
☑ Scope 2 (location-based)
☑ Scope 3: Upstream leased assets
☑ Scope 3: Downstream leased assets
☑ Scope 3: Processing of sold products
☑ Scope 3: Waste generated in operations

(7.4.1.3) Relevance of Scope 1 emissions from this source

Select from:

☑ Emissions are not relevant

(7.4.1.4) Relevance of location-based Scope 2 emissions from this source

Select from:

☑ Emissions are not relevant

(7.4.1.5) Relevance of market-based Scope 2 emissions from this source

Select from:

☑ Emissions are not relevant

(7.4.1.6) Relevance of Scope 3 emissions from this source

Select from:

☑ Emissions are not relevant

(7.4.1.8) Estimated percentage of total Scope 1+2 emissions this excluded source represents

2

(7.4.1.9) Estimated percentage of total Scope 3 emissions this excluded source represents

3

(7.4.1.10) Explain why this source is excluded

These CO2e emissions account for approx. 3 % of our total CO2e emissions (Scope 1, 2 and 3). By assessing and managing our CO2e emissions, we are driven by materiality. Due to the very small percentage, these emissions are therefore not listed in our BMW Group Report 2024. To be consistent with the already published data we omit them here too.

(7.4.1.11) Explain how you estimated the percentage of emissions this excluded source represents

The proportion of these excluded emissions was determined, for example, by extrapolations based on production volumes and sensitivities. REMARK: We have reported on volatile organic compounds (VOC) used in the production process in the past. This metric is no longer reported due to the switch to ESRS reporting and the resulting categorization of air, water and soil pollution as immaterial in connection with our own operations. The BMW Group will continue to address this issue and monitor it internally. Information about site-specific solvent emissions will continue to be published in the environmental statements of the EMAS-certified plants. [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)

780101

(7.5.3) Methodological details

CO2e emissions from BMW Group locations The metric includes all direct emissions from BMW Group locations that result from the combustion of a variety of fossil fuels. In addition, the metric includes emissions from the operation of test benches and the resulting CO2e from destroyed volatile organic compounds. The CO2e emissions are calculated mainly by using the emissions factors of VDA (most current valid version) based on the latest GWP values in accordance with IPCC AR6, which take into account the composition of the various sources of energy specific to each country. Renewable fuels such as wood are considered carbon neutral, because its CO2 content is absorbed from the surrounding air and bound in lignin. However, they are reported together with their equivalents. CO2e emissions from Company vehicles The metric includes all direct emissions from the BMW Group's vehicle fleet expressed in tonnes of CO2e. The vehicle fleet includes personally and non-personally assigned company and multi-purpose vehicles. The metric is calculated based on consumption for all markets where fleet consumption data can be obtained. If consumption-based data cannot be obtained, the calculation is based on the mileage-based method. The data compiled cover approximately 97% of all BMW Group employees. The metric is extrapolated based on the number of employees. VDA's emissions factors for diesel and petrol are used. CO2e emissions from Company-owned planes The metric includes the emissions generated by Company-owned planes on the basis of all flights operated worldwide. Emissions from business travel undertaken on scheduled or chartered flights are not included. Only those emissions that are generated directly as a result of operating the respective aircraft itself in the air and on the ground are considered. Emissions generated by external factors are not considered. Fuel consumption, as basis for calculating emissions, is calculated using "Method B" as defined in Commission Implementing Regulation (EU) 2018/2066 on the monitoring and reporting of GHG emissions pursuant to Directive 2003/87/EC of the European Parliament and of the Council and amending Commission Regulation (EU) No 601/2012 in the version dated 1 July 2024. A combined emissions factor by the UK Department for Energy Security and Net Zero based on the GWP values over a 100-year time horizon stated in the IPCC's Fifth Assessment Report is used. Biogenic emissions are reported separately for all categories.

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

Remark: Scope 2 location-based emission figures for the base year 2019 were published for the last time in the BMW Group Report 2023. There have been further additions and methodological adjustments as part of emissions reporting. Historical figures cannot be fully generated using current procedures, which is why historical figures are not directly comparable with current figures. In the past years, the BMW Group has continuously refined the metrics for calculating emissions in line with established standards and best practices. The current methodological approach is as follows. CO2e emissions from electricity/heating/cooling purchased by BMW Group locations The metric includes all indirect emissions from purchased electricity, heat and cooling at all BMW Group locations. For non-production sites over which BMW Group does not have operational control, it is assumed that non-renewable energy is used exclusively. This metric also includes partly the Scope 2 CO2e emissions from Company vehicles from charging at BMW Group locations. A distinction in the systems is currently not possible at some locations. As with Scope 1, country-specific emissions factors, primarily VDA factors (most current valid version), are used to calculate CO2e emissions in each country. The VDA factors are based on the latest GWP values in accordance with IPCC AR6. In district heating and cooling, local factors are occasionally applied instead of country-specific factors to account for regional differences. Biogenic emissions are reported separately. CO2e emissions from Company vehicles The metric includes indirect emissions (consumption of electricity) from the BMW Group's vehicle fleet expressed in tonnes of CO2e. The vehicle fleet includes personally and non-personally assigned Company and multi-purpose vehicles. Personally assigned vehicles may be used for business and personal purposes. The metric is calculated based on consumption for all markets where fleet consumption data can be obtained (consumption-based method). If consumption-based data cannot be obtained for a market, the calculation is based on the mileage-based method. The main basis for determining CO2e emissions is the VDA's emissions factors (most current valid version). The VDA factors are based on the latest GWP values in accordance with IPCC AR6. Biogenic emissions are reported separately.

Scope 2 (market-based)

(7.5.1) Base year end

12/31/2019

(7.5.2) Base year emissions (metric tons CO2e)

401936

(7.5.3) Methodological details

CO2e emissions from electricity/heating/cooling purchased by BMW Group locations The metric includes all indirect emissions from purchased electricity, heat and cooling at all BMW Group locations. For non-production sites over which BMW Group does not have operational control, it is assumed that non-renewable energy is used exclusively. This metric also includes partly the Scope 2 CO2e emissions from Company vehicles from charging at BMW Group locations. A distinction in the systems is currently not possible at some locations. As with Scope 1, country-specific emissions factors, primarily VDA factors (most current valid version), are used to calculate CO2e emissions in each country. The VDA factors are based on the latest GWP values in accordance with IPCC AR6. In district heating and cooling, local factors are occasionally applied instead of country-specific factors to account for regional differences. Biogenic emissions are reported separately. CO2e emissions from Company vehicles The metric includes indirect emissions (consumption of electricity) from the BMW Group's vehicle fleet expressed in tonnes of CO2e. The vehicle fleet includes personally and non-personally assigned Company and multi-purpose vehicles. Personally assigned vehicles may be used for business and personal purposes. The metric is calculated based on consumption for all markets where fleet consumption data can be obtained (consumption-based method). If consumption-based data cannot be obtained for a market, the calculation is based on the mileage-based method. The main basis for determining CO2e

emissions is the VDA's emissions factors (most current valid version). The VDA factors are based on the latest GWP values in accordance with IPCC AR6. Biogenic emissions are reported separately.

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

Remark: Scope 3 emission figures for the base year 2019 were published for the last time in the BMW Group Report 2023. There have been further additions and methodological adjustments as part of emissions reporting. Historical figures cannot be fully generated using current procedures, which is why historical figures are not directly comparable with current figures. A specific methodology has been developed for the BMW Group to determine CO2e supply chain emissions. Due to the absence of supplier-specific CO2e values across the entire supply chain, a model based on industry averages and, where available, supplier-specific data is used. This method draws upon components of ISO 14040/44 and follows common practice in preparing life cycle analyses (LCA). The initial calculation of the supply chain CO2e emissions for a representative selection of vehicles is based on their bill of materials. This selection reflects the range of vehicle classes (from premium compact to luxury) and drive models (petrol, diesel, PHEV and BEV) produced during the period under review. The bill of materials is configured in such a way that it already contains engine and drive variants, along with optional equipment. For the representative vehicles, the CO2e emissions of all installed components are calculated on the basis of their material composition and related processing steps. In each case, up to around 60,000 individual entries are evaluated per vehicle. The CO2e value of the relevant vehicle is calculated by adding up these contributions. For the vast majority of vehicle models produced that are not included in the representative vehicles, there is no individual CO2e calculation available on a bill of materials basis. A modular scaling calculation method has been developed to include these in the overall result: the bill of materials of the representative vehicles is divided into sections (modules) according to functional criteria, and these are assessed in terms of their total CO2e emissions. Vehicle derivatives that have not yet been evaluated can now be custom built using these basic components, with the components selected being determined by the specific technical features of the target vehicles, including engine type, all-wheel drive or body style. The total fleet value of CO2e supply chain emissions is calculated by adding up the CO2e contributions of all automobiles produced in the reporting year.

Scope 3 category 2: Capital goods

(7.5.1) Base year end

12/31/2019

(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

12/31/2019

(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

Remark: Scope 3 emission figures for the base year 2019 were published for the last time in the BMW Group Report 2023. There have been further additions and methodological adjustments as part of emissions reporting. Historical figures cannot be fully generated using current procedures, which is why historical figures are not directly comparable with current figures. In the past years, the BMW Group has continuously refined the metrics for calculating emissions in line with established standards and best practices. The current methodological approach is as follows. The distance-based method is used to calculate the CO2e emissions of transport logistics. First, the transport performance is calculated (weight multiplied by distance) in tonne-kilometres [tkm]. The relevant weight in tonnes [t] comprises the gross weight (component/motorcycle weight including packaging and shipping material) for inbound, customer support (spare parts) and motorcycle outbound, while the vehicle mass is used for automobile outbound. The transport volume is multiplied by specific emissions factors in grams of CO2e per tonne-kilometre [g CO2e/tkm], depending on the technology used in the means of transport and the carrier. The emissions factors used account for the entire chain of emissions (well-to-wheel). When it comes to specific emissions factors, the BMW Group draws on primary data from logistics service providers wherever possible. In case no primary data is available, the specific emissions factors are modelled in line with ISO 14083 and IPCC AR6. The main sources of information are GLEC (Global Logistics Emissions Council) Framework (reporting year 2024: GLEC V3.1) and shipping company-specific emissions data by CleanCargo (published in October 2024). For the calculation of CO2e emissions in inbound logistics, all transport flows of component parts for automobile (BMW, MINI and Rolls Royce) and motorcycle manufacturing are considered. This includes transportation from the Tier 1 supplier's shipping location to the receipt of goods at the BMW Group production plants worldwide, including partner plants and excluding contract manufacturing sites. The transport flows of new vehicles from the production sites to warehouses and to points of sale worldwide are considered for outbound automobile emissions. The associated CO2e emissions for each vehicle produced are calculated using the methodology described above.

Scope 3 category 5: Waste generated in operations

(7.5.1) Base year end

12/31/2019

(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

Remark: Scope 3 emission figures for the base year 2019 were published for the last time in the BMW Group Report 2023. There have been further additions and methodological adjustments as part of emissions reporting. Historical figures cannot be fully generated using current procedures, which is why historical figures are not directly comparable with current figures. In the past years, the BMW Group has continuously refined the metrics for calculating emissions in line with established standards and best practices. The current methodological approach is as follows. The CO2e emissions generated by business travel are calculated based on real activity data relating to destinations, distances and the means of transport used. The flight data are based on the number of tickets sold per route booked at contract-based travel agencies. Where flight route distances are not provided by individual markets, these are calculated manually based on the point of departure and the destination. To calculate CO2e emissions, the flight routes are divided into short-haul or long-haul flights in economy, premium economy, business or first class. Business travel with rental cars is based on data from all bookings made with BMW Group accounts with car rental companies and include distance, fuel and vehicle class. The travel agencies also provide distance data for rail travel. Exception: rail journeys undertaken on Deutsche Bahn AG trains in Germany are carbon neutral because energy from 100% renewable sources is used for long-distance and electrified commuter trains, and indirect emissions and emissions from diesel transaction in commuter trains are offset by Deutsche Bahn AG. This means that these rail journeys are included in the calculation as having zero emissions. The calculation is made using the emissions factors published by the UK Department for Environment, Food and Rural Affairs (DEFRA). These factors are based on the GWP values over a 100- year time horizon stated in the IPCC's Fifth Assessment Report (AR5). The calculation is carried out in the same way as the metric in Scope 1: CO2e emissions from Company-owned planes, without the inclusion of radiative forcing. Biogenic emissions are reported separately.

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

Remark: Scope 3 emission figures for the base year 2019 were published for the last time in the BMW Group Report 2023. There have been further additions and methodological adjustments as part of emissions reporting. Historical figures cannot be fully generated using current procedures, which is why historical figures are not directly comparable with current figures. In the past years, the BMW Group has continuously refined the metrics for calculating emissions in line with established standards and best practices. The current methodological approach is as follows. A differentiation is made between the following modes of transport: motorised

private transport (automobile, motorcycle), Company shuttle bus, bicycle and pedestrian traffic and public transport. The data is calculated using real activity data for over 85% of employees. The remaining 15% is extrapolated based on the total number of employees. For each location, the CO2e emissions resulting from employee commuting are calculated based on the number of employees, the absence rate, the take-up of mobile working, the number of production days and the average distance between the primary place of work and home address. The distance is calculated per employee. Residential location data at the postcode level is available and is taken as a basis for the calculation. The average per capita values for the respective sites are used in subsequent calculations. The average distance per mode of transport was calculated separately for each site. The distance travelled by Company shuttle buses is calculated in kilometres. To calculate the metric, a usage factor is attributed to each carrier, known as the modal split, on a site-specific basis. This indicates the percentage of employees who use a particular means of transport. The data for the usage factor is collected by external providers via surveys or provided by the BMW Group's plants and non-manufacturing sites (in-house mobility departments) based on their own data. The automobile occupancy rate ranges between 1.05 and 1.1 people per vehicle. The figure is measured directly (by counting) at some sites and estimated on the basis of comparative figures at others. The kilometre distance is multiplied by the usage factor for each mode of transport and subsequently by the allocated emissions factor and the number of employees per location. The sum adds up to the total CO2e emissions resulting from employee commuting. Biogenic emissions are reported separately.

Scope 3 category 8: Upstream leased assets

(7.5.1) Base year end

12/31/2019

(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

12/31/2019

(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 Group (subsumed under Upstream transportation and distribution [Logistics]). 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

12/31/2019

(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)

115084017

(7.5.3) Methodological details

Remark: Scope 3 emission figures for the base year 2019 were published for the last time in the BMW Group Report 2023. There have been further additions and methodological adjustments as part of emissions reporting. Historical figures cannot be fully generated using current procedures, which is why historical figures are not directly comparable with current figures. In the past years, the BMW Group has continuously refined the metrics for calculating emissions in line with established

standards and best practices. The current methodological approach is as follows. The absolute emissions in the use phase are based on the average CO2e emissions by the global new vehicle fleet, including upstream emissions. The total value in t CO2e is the result of multiplying the average CO2e emissions per km for the EU, US and Chinese markets by the number of BMW Group vehicles delivered worldwide in the reporting period and an assumed average mileage over the entire life cycle (Automotive segment: 200,000 km, as per VDA 900-100; Motorcycles segment: 40,000 - 100,000 km depending on the model, based on statistical analyses). These core markets account for more than 80% of the BMW Group's sales. This metric records the use phase emissions of all units sold in the reporting period over their entire expected life cycle. In addition to the emissions generated during the use of the vehicles (tank-to-wheel), the emissions generated during provision of the required drive energy (well-to-tank) are also taken into account. A factor of 10% is added to these values in order to reflect deviations in customer driving behaviour compared to the statutory reference cycles and thus meet the SBTi specification. This is how the tank-to-wheel emissions are calculated. In line with the well-to-wheel approach, the upstream emissions of the energy sources are included in the metric. The corresponding emissions factors from the company Sphera are used to calculate the upstream chain of fuel production (database version 2024.2, IPCC AR6, kg CO2e/kg fuel). To calculate the CO2 emissions resulting from electricity production in the respective markets, the BMW Group uses the energy report published by the International Energy Agency (IEA) (reference basis: previous year, g CO2/kWh) as a basis. This covers the entire impact chain behind vehicle motion, i.e. from the extraction and provision of fuels to their conversion into drivetrain energy.

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

Remark: Scope 3 emission figures for the base year 2019 were published for the last time in the BMW Group Report 2023. There have been further additions and methodological adjustments as part of emissions reporting. Historical figures cannot be fully generated using current procedures, which is why historical figures are not directly comparable with current figures. In the past years, the BMW Group has continuously refined the metrics for calculating emissions in line with established standards and best practices. The current methodological approach is as follows. The CO2e emissions from recycling in tonnes of CO2e are based on TÜV-certified life cycle assessments of vehicles that are representative of the overall fleet. These were carried out at the respective start of production between 2019 and 2024 (according to ISO 14040/44) and form the basis for deriving the metric by scaling to the production volume for the entire fleet. Representative vehicles (automobiles and motorcycles) of the vehicle variants produced in the reporting year are used for the metric. The calculation is carried out via the established "LCA for Experts" database provided by Sphera (taking into account, among other things, the climate-impacting gases CO2, CH4, N2O, SF6, NF3) in the database version available at the respective accounting dates between 2018 and 2024 and in accordance with IPCC AR5 and IPCC AR6. The modelling is based on conventional procedures specified in the End-of-Life Vehicles Directive (ELV Directive), covering draining and dismantling procedures. Additionally, it includes the separation of metals during shredding and the use of energy from the shredder's light fraction, which comprises non-metallic components. The average values for the emissions generated by the

disposal of existing vehicle types are used and multiplied by the number of vehicles produced per vehicle type. The calculation provides both the CO2e emissions and the energy consumption associated with the processes.

Scope 3 category 13: Downstream leased assets

(7.5.1) Base year end

12/31/2019

(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

12/31/2019

(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

12/31/2019

(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

12/31/2019

(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

12/31/2019

(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)

672542

(7.6.3) Methodological details

CO2e emissions from BMW Group locations The metric includes all direct emissions from BMW Group locations that result from the combustion of a variety of fossil fuels. In addition, the metric includes emissions from the operation of test benches and the resulting CO2e from destroyed volatile organic compounds. The CO2e emissions are calculated mainly by using the emissions factors of VDA (most current valid version) based on the latest GWP values in accordance with IPCC AR6, which take into account the composition of the various sources of energy specific to each country. Renewable fuels such as wood are considered carbon neutral, because its CO2 content is absorbed from the surrounding air and bound in lignin. However, they are reported together with their equivalents. CO2e emissions from Company vehicles The metric includes all direct emissions from the BMW Group’s vehicle fleet expressed in tonnes of CO2e. The vehicle fleet includes personally and non-personally assigned company and multi-purpose vehicles. The metric is calculated based on consumption for all markets where fleet consumption data can be obtained. If consumption-based data cannot be obtained, the calculation is based on the mileage-based method. The data compiled cover approximately 97% of all BMW Group employees. The metric is extrapolated based on the number of employees. VDA’s emissions factors for diesel and petrol are used. CO2e emissions from Company-owned planes The metric includes the emissions generated by Company-owned planes on the basis of all flights operated worldwide. Emissions from business travel undertaken on scheduled or chartered flights are not included. Only those emissions that are generated directly as a result of operating the respective aircraft itself in the air and on the ground are considered. Emissions generated by external factors are not considered. Fuel consumption, as basis for calculating emissions, is calculated using “Method B” as defined in Commission Implementing Regulation (EU) 2018/2066 on the monitoring and reporting of GHG emissions pursuant to Directive 2003/87/EC of the European Parliament and of the Council and amending Commission Regulation (EU) No 601/2012 in the version dated 1 July 2024. A combined emissions factor by the UK Department for Energy Security and Net Zero based on the GWP values over a 100-year time horizon stated in the IPCC’s Fifth Assessment Report is used. Biogenic emissions are reported separately for all categories.
[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)

1304971

(7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e)

164421

(7.7.4) Methodological details

Scope 2 emissions relate to the indirect emissions from externally purchased electricity, heating and cooling. The values are calculated using both the Market- and Location-based method. CO2e emissions from electricity/heating/cooling purchased by BMW Group locations The metric includes all indirect emissions from purchased electricity, heat and cooling at all BMW Group locations. For non-production sites over which BMW Group does not have operational control, it is assumed that non-renewable energy is used exclusively. This metric also includes partly the Scope 2: CO2e emissions from Company vehicles from charging at BMW Group locations. A distinction in the systems is currently not possible at some locations. As with Scope 1, country-specific emissions factors, primarily VDA factors (most current valid version), are used to calculate CO2e emissions in each country. The VDA factors are based on the latest GWP values in accordance with IPCC AR6. In district heating and cooling, local factors are occasionally applied instead of country-specific factors to account for regional differences. Biogenic emissions are reported separately. CO2e emissions from Company vehicles The metric includes indirect emissions (consumption of electricity) from the BMW Group's vehicle fleet expressed in tonnes of CO2e. The vehicle fleet includes personally and non-personally assigned Company and multi-purpose vehicles. Personally assigned vehicles may be used for business and personal purposes. The metric is calculated based on consumption for all markets where fleet consumption data can be obtained (consumption-based method). If consumption-based data cannot be obtained for a market, the calculation is based on the mileage-based method. The main basis for determining CO2e emissions is the VDA's emissions factors (most current valid version). The VDA factors are based on the latest GWP values in accordance with IPCC AR6. Biogenic emissions are reported separately.
[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)

31892268

(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

0

(7.8.5) Please explain

A specific methodology has been developed for the BMW Group to determine CO2e supply chain emissions. Due to the absence of supplier-specific CO2e values across the entire supply chain, a model based on industry averages and, where available, supplier-specific data is used. This method draws upon components of ISO 14040/44 and follows common practice in preparing life cycle analyses (LCA). The initial calculation of the supply chain CO2e emissions for a representative selection of vehicles is based on their bill of materials. This selection reflects the range of vehicle classes (from premium compact to luxury) and drive models (petrol, diesel, PHEV and BEV) produced during the period under review. The bill of materials is configured in such a way that it already contains engine and drive variants, along with optional equipment. For the representative vehicles, the CO2e emissions of all installed components are calculated on the basis of their material composition and related processing steps. In each case, up to around 60,000 individual entries are evaluated per vehicle. The CO2e value of the relevant vehicle is calculated by adding up these contributions. For the vast majority of vehicle models produced that are not included in the representative vehicles, there is no individual CO2e calculation available on a bill of materials basis. A modular scaling calculation method has been developed to include these in the overall result: the bill of materials of the representative vehicles is divided into sections (modules) according to functional criteria, and these are assessed in terms of their total CO2e emissions. Vehicle derivatives that have not yet been evaluated can now be custom built using these basic components, with the components selected being determined by the specific technical features of the target vehicles, including engine type, all-wheel drive or body style. This approach gives each vehicle (automobile) built during the period under review its specific CO2e base value for supply chain emissions (hereinafter referred to as the base value). The total fleet value of CO2e supply chain emissions is calculated by adding up the CO2e contributions of all automobiles produced in the reporting year.

Capital goods

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

The materiality analysis concluded that the Scope 3 category "Capital goods" was not significant due to minor share of Scope 3 emissions. Therefore, there is no reporting for 2024. With regard to Scope 3 emissions, the assessment criteria of the Greenhouse Gas Protocol were used to determine the relevant categories. The decision of which categories to disclose was made on the basis of volumes and proportion, measurability, the ability of the BMW Group to influence the emissions volumes, and the degree of risk. Emissions in Scope 3 categories 2 (Capital goods), 3 (Fuel and energy-related activities), 5 (Waste generated in operations), 8 (Upstream leased assets), 10 (Processing of sold products), 13 (Downstream leased assets), 14 (Franchises) and 15 (Investments) are not reported for reasons of materiality, as they account for around 3% of total emissions and are not significant. The BMW Group is therefore focusing on the emissions that are considered relevant in terms of the absolute volumes involved (category 1, Purchased goods and services, categories 4 and 9, Logistics, and category 11, Use of sold products) and those that can be directly or indirectly influenced by the BMW Group. The significant categories included in the report cover 97% of the BMW Group's total Scope 3 emissions.

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

The materiality analysis concluded that the Scope 3 category "Fuel-and-energy-related activities (not included in Scope 1 or 2)" was not significant due to minor share of Scope 3 emissions. Therefore, there is no reporting for 2024. With regard to Scope 3 emissions, the assessment criteria of the Greenhouse Gas Protocol were used to determine the relevant categories. The decision of which categories to disclose was made on the basis of volumes and proportion, measurability, the ability of the BMW Group to influence the emissions volumes, and the degree of risk. Emissions in Scope 3 categories 2 (Capital goods), 3 (Fuel and energy-related activities), 5 (Waste generated in operations), 8 (Upstream leased assets), 10 (Processing of sold products), 13 (Downstream leased assets), 14 (Franchises) and 15 (Investments) are not reported for reasons of materiality, as they account for around 3% of total emissions and are not significant. The BMW Group is therefore focusing on the emissions that are considered relevant in terms of the absolute volumes involved (category 1, Purchased goods and services, categories 4 and 9, Logistics, and category 11, Use of sold products) and those that can be directly or indirectly influenced by the BMW Group. The significant categories included in the report cover 97% of the BMW Group's total Scope 3 emissions.

Upstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

2931346

(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

The distance-based method (in accordance with the Greenhouse Gas Protocol) is used to calculate the CO2e emissions of transport logistics. First, the transport performance is calculated (weight multiplied by distance) in tonne-kilometres [tkm]. The relevant weight in tonnes [t] comprises the gross weight (component/motorcycle weight including packaging and shipping material) for inbound, customer support (spare parts) and motorcycle outbound, while the vehicle mass is used for automobile outbound. Distance is the distance travelled in kilometres [km]. In the second step, the transport volume is multiplied by specific emissions factors in grams of CO2e per tonne-kilometre [g CO2e/tkm], depending on the technology used in the means of transport and the carrier. The emissions factors used account for the entire chain of emissions (well-to-wheel). When it comes to specific emissions factors, the BMW Group draws on primary data from logistics service providers wherever possible. In case no primary data is available, the specific emissions factors are modelled in line with ISO 14083 and IPCC AR6. The main sources of information are GLEC (Global Logistics Emissions Council) Framework (reporting year 2024: GLEC V3.1) and shipping company-specific emissions data by CleanCargo (reporting year 2024: published in October 2024). For the calculation of CO2e emissions in inbound logistics, all transport flows of component parts for automobile (BMW, MINI and Rolls Royce) and motorcycle manufacturing are considered. This includes transportation from the Tier 1 supplier's shipping location to the receipt of goods at the BMW Group production plants worldwide, including partner plants and excluding contract manufacturing sites. For this purpose, supported by internal IT applications, the billing and movement data are entered. The relevant CO2e emissions are calculated for each individual transport flow in line with the methodology described, and an average derivative-specific inbound CO2e value is assigned to each vehicle produced, depending on the production site and drivetrain variant. The transport flows of new vehicles from the production sites to warehouses and to points of sale worldwide are considered for outbound automobile emissions. In this case, too, the billing and movement data are recorded supported by internal IT applications.

Waste generated in operations

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

The materiality analysis concluded that the Scope 3 category "Waste generated in operations" was not significant due to minor share of Scope 3 emissions. Therefore, there is no reporting for 2024. With regard to Scope 3 emissions, the assessment criteria of the Greenhouse Gas Protocol were used to determine the relevant categories. The decision of which categories to disclose was made on the basis of volumes and proportion, measurability, the ability of the BMW Group to influence the emissions volumes, and the degree of risk. Emissions in Scope 3 categories 2 (Capital goods), 3 (Fuel and energy-related activities), 5 (Waste generated in operations), 8 (Upstream leased assets), 10 (Processing of sold products), 13 (Downstream leased assets), 14 (Franchises) and 15 (Investments) are not reported for reasons of materiality, as they account for around 3% of total emissions and are not significant. The BMW Group is therefore focusing on the emissions that are considered relevant in terms of the absolute volumes involved (category 1, Purchased goods and services, categories 4 and 9, Logistics, and category 11, Use of sold products) and those that can be directly or indirectly influenced by the BMW Group. The significant categories included in the report cover 97% of the BMW Group's total Scope 3 emissions. 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 4,892 tons in 2024. The amount of waste for disposal per vehicle produced fell significantly by –20.8% year on year to 1.68 kg (2023: 2.12 kg), which is equivalent to a reduction in Scope 3 emissions in this category.

Business travel

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

96775

(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

The CO2e emissions generated by business travel are calculated based on real activity data relating to destinations, distances and the means of transport used. The flight data are based on the number of tickets sold per route booked at contract-based travel agencies. Where flight route distances are not provided by individual markets, these are calculated manually based on the point of departure and the destination. To calculate CO2e emissions, the flight routes are divided into short-haul or long-haul flights in economy, premium economy, business or first class. Business travel with rental cars is based on data from all bookings made with BMW Group accounts with car rental companies and include distance, fuel and vehicle class. The travel agencies also provide distance data for rail travel. Exception: rail journeys undertaken on Deutsche Bahn AG trains in Germany are carbon neutral because energy from 100% renewable sources is used for long-distance and electrified commuter trains, and indirect emissions and emissions from diesel transaction in commuter trains are offset by Deutsche Bahn AG. This means that these rail journeys are included in the calculation as having zero emissions. The calculation is made using the emissions factors published by the UK Department for Environment, Food and Rural Affairs (DEFRA). These factors are based on the GWP values over a 100- year time horizon stated in the IPCC's Fifth Assessment Report (AR5). The calculation is carried out in the same way as the metric in Scope 1: CO2e emissions from Company-owned planes, without the inclusion of radiative forcing. Biogenic emissions are reported separately.

Employee commuting

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

182833

(7.8.3) Emissions calculation methodology

Select all that apply

☑ Average data method

☑ 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

A differentiation is made between the following modes of transport: (1) motorised private transport (automobile, motorcycle), (2) Company shuttle bus, (3) bicycle and pedestrian traffic, (4) public transport. The data is calculated using real activity data for over 85% of employees. The remaining 15% is extrapolated based on the total number of employees. For each location, the CO2e emissions resulting from employee commuting are calculated based on the number of employees, the absence rate, the take-up of mobile working, the number of production days and the average distance between the primary place of work and home address. The distance is calculated per employee. Residential location data at the postcode level is taken as a basis for the calculation. The average per capita values for the respective sites are used in subsequent calculations. The average distance per mode of transport was calculated separately for each site. The distance travelled by Company shuttle buses is calculated in kilometres. To calculate the metric, a usage factor is attributed to each carrier, known as the modal split, on a site-specific basis. This indicates the percentage of employees who use a particular means of transport. The data for the usage factor is collected by external providers via surveys or provided by the BMW Group's plants and non-manufacturing sites (in-house mobility departments) based on their own data. The automobile occupancy rate ranges between 1.05 and 1.1 people per vehicle. The figure is measured directly (by counting) at some sites and estimated on the basis of comparative figures at others. 3 different values are used to calculate CO2e emissions: — VDA's emissions factors based on the most recent GWP values for emissions related to work shuttle buses in accordance with IPCC AR6. The calculation is based on kilograms of CO2e per litre of fuel. — Emissions factors as per the TREMOD report published by the German Environment Agency, based on IPCC AR5 for personal vehicles. The calculation is based on CO2e per kilometer. — Values calculated in-house at BMW Group based on the VDV 2019 statistics on public transport emissions. The calculation is based on CO2e per passenger kilometer. The kilometre distance is multiplied by the usage factor for each mode of transport and subsequently by the allocated emissions factor and the number of employees per location.

Upstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

The materiality analysis concluded that the Scope 3 category "Upstream leased assets" was not significant due to minor share of Scope 3 emissions. Therefore, no stand-alone reporting for 2024, leased infrastructure is recognised within the emissions reported under BMW Group locations (Scope 1) or Electricity/heating/cooling purchased by BMW Group locations (Scope 2). With regard to Scope 3 emissions, the assessment criteria of the Greenhouse Gas Protocol were used to determine the relevant categories. The decision of which categories to disclose was made on the basis of volumes and proportion, measurability, the ability of the BMW Group to influence the emissions volumes, and the degree of risk. Emissions in Scope 3 categories 2 (Capital goods), 3 (Fuel and energy-related activities), 5 (Waste generated in operations), 8 (Upstream leased assets), 10 (Processing of sold products), 13 (Downstream leased assets), 14 (Franchises) and 15 (Investments) are not reported for reasons of materiality, as they account for around 3% of total emissions and are not significant. The BMW Group is therefore focusing on the emissions that are considered relevant in terms of the absolute volumes involved (category 1, Purchased goods and services, categories 4 and 9, Logistics, and category 11, Use of sold products) and those that can be directly or indirectly influenced by the BMW Group. The significant categories included in the report cover 97% of the BMW Group's total Scope 3 emissions.

Downstream transportation and distribution

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

The materiality analysis concluded that the Scope 3 category "Downstream transportation and distribution" was not significant due to minor share of Scope 3 emissions but can be directly influenced. It is subsumed under Upstream transportation and distribution [Logistics]. With regard to Scope 3 emissions, the assessment criteria of the Greenhouse Gas Protocol were used to determine the relevant categories. The decision of which categories to disclose was made on the basis of volumes and proportion, measurability, the ability of the BMW Group to influence the emissions volumes, and the degree of risk. Emissions in Scope 3 categories 2 (Capital goods), 3 (Fuel and energy-related activities), 5 (Waste generated in operations), 8 (Upstream leased assets), 10 (Processing of sold products), 13 (Downstream leased assets), 14 (Franchises) and 15 (Investments) are not reported for reasons of materiality, as they account for around 3% of total emissions and are not significant. The BMW Group is therefore focusing on the emissions that are considered relevant in terms of the absolute volumes involved (category 1, Purchased goods and services, categories 4 and 9, Logistics, and category 11, Use of sold products) and those that can be directly or indirectly influenced by the BMW Group. The significant categories included in the report cover 97% of the BMW Group's total Scope 3 emissions.

Processing of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

The materiality analysis concluded that the Scope 3 category "Processing of sold products" was not significant due to minor share of Scope 3 emissions. Therefore, there is no reporting for 2024. With regard to Scope 3 emissions, the assessment criteria of the Greenhouse Gas Protocol were used to determine the relevant categories. The decision of which categories to disclose was made on the basis of volumes and proportion, measurability, the ability of the BMW Group to influence the emissions volumes, and the degree of risk. Emissions in Scope 3 categories 2 (Capital goods), 3 (Fuel and energy-related activities), 5 (Waste generated in operations), 8 (Upstream leased assets), 10 (Processing of sold products), 13 (Downstream leased assets), 14 (Franchises) and 15 (Investments) are not reported for reasons of materiality, as they account for around 3% of total emissions and are not significant. The BMW Group is therefore focusing on the emissions that are considered relevant in terms of the absolute volumes involved (category 1, Purchased goods and services, categories 4 and 9, Logistics, and category 11, Use of sold products) and those that can be directly or indirectly influenced by the BMW Group. The significant categories included in the report cover 97% of the BMW Group's total Scope 3 emissions.

Use of sold products

(7.8.1) Evaluation status

Select from:

☑ Relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

93652616

(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

The absolute emissions in the use phase are based on the average CO2e emissions by the global new vehicle fleet, including upstream emissions (Scope 3 downstream, well-to-wheel). The total value in t CO2e is the result of multiplying the average CO2e emissions per km for the EU, US and Chinese markets by the number of BMW Group vehicles delivered worldwide in the reporting period and an assumed average mileage over the entire life cycle (Automotive segment: 200,000 km, as per VDA 900-100; Motorcycles segment: 40,000 - 100,000 km depending on the model, based on statistical analyses). These core markets account for more than 80% of the BMW Group's sales. The actual values may differ from the calculated values depending on individual use and location. This metric records the use phase emissions of all units sold in the reporting period over their entire expected life cycle. In addition to the emissions generated during the use of the vehicles (tank-to-wheel), the emissions generated during provision of the required drive energy (well-to-tank) are also taken into account. A factor of 10% is added to these values in order to reflect deviations in customer driving behaviour compared to the statutory reference cycles and thus meet the SBTi specification. This is how the tank-to-wheel emissions are calculated. In line with the well-to-wheel approach, the upstream emissions of the energy sources are included in the metric. The corresponding emissions factors from the company Sphera are used to calculate the upstream chain of fuel production (database version 2024.2, IPCC AR6, kg CO2e/kg fuel). To calculate the CO2 emissions resulting from electricity production in the respective markets, the BMW Group uses the energy report published by the International Energy Agency (IEA) (reference basis: previous year, g CO2/kWh) as a basis. This covers the entire impact chain behind vehicle motion, i.e. from the extraction and provision of fuels to their conversion into drivetrain energy. This approach also includes the environmental impacts associated with the generation

of fuel and electricity. The data collection method is based on the requirements of the Greenhouse Gas Protocol (Scope 3 Calculation Guidance Version 1.0, 2013). Biogenic emissions are reported separately. Scope 1 & 2 CO2e emissions from Company vehicles are also partly included in this metric.

End of life treatment of sold products

(7.8.1) Evaluation status

Select from:

☑ Not relevant, calculated

(7.8.2) Emissions in reporting year (metric tons CO2e)

1541400

(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

The CO2e emissions from recycling in tonnes of CO2e are based on TÜV-certified life cycle assessments of vehicles that are representative of the overall fleet. These were carried out at the respective start of production between 2019 and 2024 (according to ISO 14040/44) and form the basis for deriving the metric by scaling to the production volume for the entire fleet. Representative vehicles (automobiles and motorcycles) of the vehicle variants produced in the reporting year are used for the metric. The calculation is carried out via the established "LCA for Experts" database provided by Sphera (taking into account, among other things, the climate-impacting gases CO2, CH4, N2O, SF6, NF3) in the database version available at the respective accounting dates between 2018 and 2024 and in accordance with IPCC AR5 and IPCC AR6. The modelling is based on conventional procedures specified in the End-of-Life Vehicles Directive (ELV Directive), covering draining and dismantling procedures. Additionally, it includes the separation of metals during shredding and the use of energy from the shredder's light fraction, which comprises non-metallic components. The average values for the emissions generated by the disposal of existing vehicle types are used and multiplied by the number of vehicles produced per vehicle type. The calculation provides both the CO2e emissions and the energy consumption associated with the processes.

Downstream leased assets

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

The materiality analysis concluded that the Scope 3 category "Downstream leased assets" was not significant due to minor share of Scope 3 emissions. Therefore, no stand-alone reporting for 2024. Emissions from the use of vehicles for which BMW Group is a lessor as part of its Financial Services business are allocated in full to Use of sold products [Use phase]. With regard to Scope 3 emissions, the assessment criteria of the Greenhouse Gas Protocol were used to determine the relevant categories. The decision of which categories to disclose was made on the basis of volumes and proportion, measurability, the ability of the BMW Group to influence the emissions volumes, and the degree of risk. Emissions in Scope 3 categories 2 (Capital goods), 3 (Fuel and energy-related activities), 5 (Waste generated in operations), 8 (Upstream leased assets), 10 (Processing of sold products), 13 (Downstream leased assets), 14 (Franchises) and 15 (Investments) are not reported for reasons of materiality, as they account for around 3% of total emissions and are not significant. The BMW Group is therefore focusing on the emissions that are considered relevant in terms of the absolute volumes involved (category 1, Purchased goods and services, categories 4 and 9, Logistics, and category 11, Use of sold products) and those that can be directly or indirectly influenced by the BMW Group. The significant categories included in the report cover 97% of the BMW Group's total Scope 3 emissions.

Franchises

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

The materiality analysis concluded that the Scope 3 category "Franchises" was not significant due to minor share of Scope 3 emissions but can be indirectly influenced. Therefore, no stand-alone reporting for 2024, but reporting planned from reporting year 2025 onwards. With regard to Scope 3 emissions, the assessment criteria of the Greenhouse Gas Protocol were used to determine the relevant categories. The decision of which categories to disclose was made on the basis of volumes and proportion, measurability, the ability of the BMW Group to influence the emissions volumes, and the degree of risk. Emissions in Scope 3 categories 2 (Capital goods), 3 (Fuel and energy-related activities), 5 (Waste generated in operations), 8 (Upstream leased assets), 10 (Processing of sold products), 13 (Downstream leased assets), 14 (Franchises) and 15 (Investments) are not reported for reasons of materiality, as they account for around 3% of total emissions and are not significant. The BMW Group is therefore focusing on the emissions that are considered relevant in terms of the absolute volumes involved (category 1, Purchased goods and services, categories 4 and 9, Logistics, and category 11, Use of sold products) and those that can be directly or indirectly influenced by the BMW Group. The significant categories included in the report cover 97% of the BMW Group's total Scope 3 emissions. From the 2025 financial year onwards, the BMW Group's sustainability reporting will be expanded to include Scope 3 category 14 (Franchise). This category comprises the global retail network for the BMW

and MINI brands (excluding own branches). The global retail network of the BMW Group's Automotive segment currently comprises around 4,800 sales locations. As the retail network is considered part of the downstream value chain, the associated activities are also included in the BMW Group's Scope 3 emissions. In tandem with the data gathering process, the preparation of CO2e targets for the global retail network and the development of a pathway for achieving these targets began in 2024. The BMW Group plans to prepare measures by the end of 2025 that align the sales organisation's CO2e targets with the BMW Group's overarching targets.

Investments

(7.8.1) Evaluation status

Select from:

☑ Not relevant, explanation provided

(7.8.5) Please explain

The materiality analysis concluded that the Scope 3 category "Investments" was not significant due to minor share of Scope 3 emissions. Therefore, there is no reporting for 2024. With regard to Scope 3 emissions, the assessment criteria of the Greenhouse Gas Protocol were used to determine the relevant categories. The decision of which categories to disclose was made on the basis of volumes and proportion, measurability, the ability of the BMW Group to influence the emissions volumes, and the degree of risk. Emissions in Scope 3 categories 2 (Capital goods), 3 (Fuel and energy-related activities), 5 (Waste generated in operations), 8 (Upstream leased assets), 10 (Processing of sold products), 13 (Downstream leased assets), 14 (Franchises) and 15 (Investments) are not reported for reasons of materiality, as they account for around 3% of total emissions and are not significant. The BMW Group is therefore focusing on the emissions that are considered relevant in terms of the absolute volumes involved (category 1, Purchased goods and services, categories 4 and 9, Logistics, and category 11, Use of sold products) and those that can be directly or indirectly influenced by the BMW Group. The significant categories included in the report cover 97% of the BMW Group's total Scope 3 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]

(7.9) 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:

☑ Limited assurance

(7.9.1.4) Attach the statement

250717_CDP Verification Template_BMW Bericht 2024_Ergänzung2_final_ENG.pdf

(7.9.1.5) Page/section reference

CDP Verification Template from PwC (p. 2-4) explaining the limited and reasonable assurance coverage for 2024. Although we state all Scope 1 emissions as verified with limited assurance, a significant part (targeted scopes) are verified with reasonable assurance (see BMW Group Report p. 195-196). Due to confidentiality reasons, we do not communicate the exact percentage of emissions verified with reasonable assurance.

(7.9.1.6) Relevant standard

Select from:

☑ ISAE3000

(7.9.1.7) Proportion of reported emissions verified (%)

100
[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

250717_CDP Verification Template_BMW Bericht 2024_Ergänzung2_final_ENG.pdf

(7.9.2.6) Page/ section reference

CDP Verification Template from PwC (p. 2-4) explaining the limited and reasonable assurance coverage for 2024.

(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:

☑ Limited assurance

(7.9.2.5) Attach the statement

250717_CDP Verification Template_BMW Bericht 2024_Ergänzung2_final_ENG.pdf

(7.9.2.6) Page/ section reference

CDP Verification Template from PwC (p. 2-4) explaining the limited and reasonable assurance coverage for 2024. Although we state all Scope 2 emissions (market-based) as verified with limited assurance, a significant part (targeted scopes) are verified with reasonable assurance (see BMW Group Report p. 195-196). Due to confidentiality reasons, we do not communicate the exact percentage of emissions verified with reasonable assurance.

(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: Business travel

☑ Scope 3: Employee commuting

☑ Scope 3: Use of sold products

☑ Scope 3: Purchased goods and services

☑ Scope 3: End-of-life treatment of sold products

☑ 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

250717_CDP Verification Template_BMW Bericht 2024_Ergänzung2_final_ENG.pdf

(7.9.3.6) Page/section reference

CDP Verification Template from PwC (p. 2-4) explaining the limited and reasonable assurance coverage for 2024. Although we state all Scope 3 emissions as verified with limited assurance, a significant part (targeted scopes) are verified with reasonable assurance (see BMW Group Report p. 195-196). Due to confidentiality reasons, we do not communicate the exact percentage of emissions verified with reasonable assurance.

(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)

10178

(7.10.1.2) Direction of change in emissions

Select from:
☑ Decreased

(7.10.1.3) Emissions value (percentage)

1.2

(7.10.1.4) Please explain calculation

*In 2024, the amount of energy from renewable sources delivered to the BWM Group locations was increased resulting in a 10,178 t CO2e decrease when compared to 2023 and, correspondingly, to a 1.2 % decrease (-1.2 % = (-10,178/824,074)*100) with the 2023 Scope 1 & 2 emissions of 824,074 t CO2e. 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).*

Other emissions reduction activities

(7.10.1.1) Change in emissions (metric tons CO2e)

37971

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

4.6

(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 4.6 % decrease in CO2e emissions due to emission reduction activities in 2024. This corresponds to a total decrease of 37,971 t CO2e (-4.6 % = (-37,971/824,074)*100) with the 2023 Scope 1 & 2 emissions of 824,074 t CO2e. Implementation of 14 specific measures to consume low-carbon energy and improve energy efficiency of existing processes / technologies (e.g. cooling technology) led to a decrease in CO2e emissions.*

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 2024, 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 2024, 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 2024, no significant mergers took place.

Change in output

(7.10.1.1) Change in emissions (metric tons CO2e)

26725

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

3.2

(7.10.1.4) Please explain calculation

*The descrease of CO2e emissions from the BMW Group own operations of 3.2 % resulted from the change in output due to the market and sales developments. The BMW Group manufactured a total of 2,513,830 BMW, MINI and Rolls-Royce brand vehicles in the reporting year (2023: 2,661,922 units), which equals a decrease of 26,725 t CO2e (-3.2 % = (-26,725/824,074)*100) with the 2023 Scope 1 & 2 emissions of 824,074 t CO2e. To calculate the CO2e decrease from the 2023 emissions due to the change in output we assume constant CO2e 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)

94777

(7.10.1.2) Direction of change in emissions

Select from:

☑ Increased

(7.10.1.3) Emissions value (percentage)

11.5

(7.10.1.4) Please explain calculation

*In 2024, Scope 1 & 2 emissions increased due to several methodological changes. In addition, destroyed VOCs and the charging of electric company cars were factored in. Furthermore, all company cars worldwide are now included. Due to ESRS, non-operational control locations and the supply of third parties are included. The shift to current CO2e factors also played a part. The change results in 94,777 t CO2e (+11.5 % = (94,777/824,074)*100) with the 2023 Scope 1 & 2 emissions of 824,074 t CO2e.*

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 2024, no changes in boundaries. ESRS requirements subsumed under “Change in methodology”.

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 2024, 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 2024, no unidentified changes.

Other

(7.10.1.1) Change in emissions (metric tons CO2e)

7014

(7.10.1.2) Direction of change in emissions

Select from:

☑ Decreased

(7.10.1.3) Emissions value (percentage)

0.9

(7.10.1.4) Please explain calculation

*In the reporting year 2024, the BMW Group performed well in a highly competitive environment characterised by challenging geopolitical and macroeconomic conditions. Energy consumption per vehicle produced was 1.94 MWh, lower than in the previous year (2023: 1.97 MWh). Efficiency improvements lead to a decrease of CO2e emission of 0.9 % (-0.9 % = (-7,014/824,074)*100) with the 2023 Scope 1 & 2 emissions of 824,074 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)

4624896

(7.12.1.2) Comment

Scope 1 biogenic emissions: 42,959 Scope 2 (market-based) biogenic emissions: 21,942 [Scope 2 (location-based) biogenic emissions: 187,517] Scope 3 biogenic emissions: 4,559,995
[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)

90

(7.16.3) Scope 2, market-based (metric tons CO2e)

90

Australia

(7.16.1) Scope 1 emissions (metric tons CO2e)

830

(7.16.2) Scope 2, location-based (metric tons CO2e)

1628

(7.16.3) Scope 2, market-based (metric tons CO2e)

1628

Austria

(7.16.1) Scope 1 emissions (metric tons CO2e)

9547

(7.16.2) Scope 2, location-based (metric tons CO2e)

43298

(7.16.3) Scope 2, market-based (metric tons CO2e)

3023

Belgium

(7.16.1) Scope 1 emissions (metric tons CO2e)

203

(7.16.2) Scope 2, location-based (metric tons CO2e)

561

(7.16.3) Scope 2, market-based (metric tons CO2e)

176

Brazil

(7.16.1) Scope 1 emissions (metric tons CO2e)

2452

(7.16.2) Scope 2, location-based (metric tons CO2e)

4502

(7.16.3) Scope 2, market-based (metric tons CO2e)

172

Bulgaria

(7.16.1) Scope 1 emissions (metric tons CO2e)

7

(7.16.2) Scope 2, location-based (metric tons CO2e)

42

(7.16.3) Scope 2, market-based (metric tons CO2e)

42

Canada

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

2356

(7.16.3) Scope 2, market-based (metric tons CO2e)

2356

China

(7.16.1) Scope 1 emissions (metric tons CO2e)

57548

(7.16.2) Scope 2, location-based (metric tons CO2e)

483938

(7.16.3) Scope 2, market-based (metric tons CO2e)

98732

Czechia

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

77

(7.16.3) Scope 2, market-based (metric tons CO2e)

11

Denmark

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

25

(7.16.3) Scope 2, market-based (metric tons CO2e)

0

Egypt

(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

Finland

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

23

(7.16.3) Scope 2, market-based (metric tons CO2e)

23

France

(7.16.1) Scope 1 emissions (metric tons CO2e)

1887

(7.16.2) Scope 2, location-based (metric tons CO2e)

543

(7.16.3) Scope 2, market-based (metric tons CO2e)

426

Germany

(7.16.1) Scope 1 emissions (metric tons CO2e)

487830

(7.16.2) Scope 2, location-based (metric tons CO2e)

443594

(7.16.3) Scope 2, market-based (metric tons CO2e)

31264

Greece

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

248

(7.16.3) Scope 2, market-based (metric tons CO2e)

248

Hungary

(7.16.1) Scope 1 emissions (metric tons CO2e)

892

(7.16.2) Scope 2, location-based (metric tons CO2e)

20940

(7.16.3) Scope 2, market-based (metric tons CO2e)

127

India

(7.16.1) Scope 1 emissions (metric tons CO2e)

389

(7.16.2) Scope 2, location-based (metric tons CO2e)

3583

(7.16.3) Scope 2, market-based (metric tons CO2e)

1285

Indonesia

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

156

(7.16.3) Scope 2, market-based (metric tons CO2e)

156

Ireland

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

36

(7.16.3) Scope 2, market-based (metric tons CO2e)

36

Israel

(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)

1341

(7.16.2) Scope 2, location-based (metric tons CO2e)

2738

(7.16.3) Scope 2, market-based (metric tons CO2e)

1333

Japan

(7.16.1) Scope 1 emissions (metric tons CO2e)

1309

(7.16.2) Scope 2, location-based (metric tons CO2e)

4135

(7.16.3) Scope 2, market-based (metric tons CO2e)

1740

Luxembourg

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

11

(7.16.3) Scope 2, market-based (metric tons CO2e)

11

Malaysia

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

2150

(7.16.3) Scope 2, market-based (metric tons CO2e)

2150

Malta

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

6

(7.16.3) Scope 2, market-based (metric tons CO2e)

6

Mexico

(7.16.1) Scope 1 emissions (metric tons CO2e)

10111

(7.16.2) Scope 2, location-based (metric tons CO2e)

32631

(7.16.3) Scope 2, market-based (metric tons CO2e)

356

Netherlands

(7.16.1) Scope 1 emissions (metric tons CO2e)

407

(7.16.2) Scope 2, location-based (metric tons CO2e)

951

(7.16.3) Scope 2, market-based (metric tons CO2e)

43

New Zealand

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

570

(7.16.3) Scope 2, market-based (metric tons CO2e)

570

Norway

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

41

(7.16.3) Scope 2, market-based (metric tons CO2e)

41

Poland

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

919

(7.16.3) Scope 2, market-based (metric tons CO2e)

919

Portugal

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

107

(7.16.3) Scope 2, market-based (metric tons CO2e)

107

Republic of Korea

(7.16.1) Scope 1 emissions (metric tons CO2e)

530

(7.16.2) Scope 2, location-based (metric tons CO2e)

2395

(7.16.3) Scope 2, market-based (metric tons CO2e)

2395

Romania

(7.16.1) Scope 1 emissions (metric tons CO2e)

6

(7.16.2) Scope 2, location-based (metric tons CO2e)

35

(7.16.3) Scope 2, market-based (metric tons CO2e)

35

Russian Federation

(7.16.1) Scope 1 emissions (metric tons CO2e)

576

(7.16.2) Scope 2, location-based (metric tons CO2e)

809

(7.16.3) Scope 2, market-based (metric tons CO2e)

809

Singapore

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

58

(7.16.3) Scope 2, market-based (metric tons CO2e)

58

Slovakia

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

457

(7.16.3) Scope 2, market-based (metric tons CO2e)

457

Slovenia

(7.16.1) Scope 1 emissions (metric tons CO2e)

0

(7.16.2) Scope 2, location-based (metric tons CO2e)

24

(7.16.3) Scope 2, market-based (metric tons CO2e)

24

South Africa

(7.16.1) Scope 1 emissions (metric tons CO2e)

14032

(7.16.2) Scope 2, location-based (metric tons CO2e)

62680

(7.16.3) Scope 2, market-based (metric tons CO2e)

332

Spain

(7.16.1) Scope 1 emissions (metric tons CO2e)

1382

(7.16.2) Scope 2, location-based (metric tons CO2e)

922

(7.16.3) Scope 2, market-based (metric tons CO2e)

190

Sweden

(7.16.1) Scope 1 emissions (metric tons CO2e)

561

(7.16.2) Scope 2, location-based (metric tons CO2e)

546

(7.16.3) Scope 2, market-based (metric tons CO2e)

546

Switzerland

(7.16.1) Scope 1 emissions (metric tons CO2e)

37

(7.16.2) Scope 2, location-based (metric tons CO2e)

191

(7.16.3) Scope 2, market-based (metric tons CO2e)

191

Thailand

(7.16.1) Scope 1 emissions (metric tons CO2e)

147

(7.16.2) Scope 2, location-based (metric tons CO2e)

3683

(7.16.3) Scope 2, market-based (metric tons CO2e)

532

United Arab Emirates

(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

United Kingdom of Great Britain and Northern Ireland

(7.16.1) Scope 1 emissions (metric tons CO2e)

39702

(7.16.2) Scope 2, location-based (metric tons CO2e)

39340

(7.16.3) Scope 2, market-based (metric tons CO2e)

423

United States of America

(7.16.1) Scope 1 emissions (metric tons CO2e)

40817

(7.16.2) Scope 2, location-based (metric tons CO2e)

143930

(7.16.3) Scope 2, market-based (metric tons CO2e)

11358

Viet Nam

(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
[Fixed row]

(7.17) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

Select all that apply
☑ By activity

(7.17.3) Break down your total gross global Scope 1 emissions by business activity.

	Activity	Scope 1 emissions (metric tons CO2e)
Row 1	*BMW Group production network*	*510284*
Row 2	*Company vehicles*	*95087*
Row 3	*Company-owned airplanes*	*4482*
Row 4	*Non-manufacturing sites, e.g. Central Administration & Research and Innovation Centers*	*62688*

[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	*510284*	*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 activity

(7.20.3) Break down your total gross global Scope 2 emissions by business activity.

	Activity	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Row 1	*BMW Group production network*	*1050360*	*82368*
Row 2	*Non-manufacturing sites, e.g. Central Administration & Research and Innovation Centers*	*254611*	*82054*

[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	*1050360*	*82368*	*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)

672542

(7.22.2) Scope 2, location-based emissions (metric tons CO2e)

1304971

(7.22.3) Scope 2, market-based emissions (metric tons CO2e)

164421

(7.22.4) Please explain

The Scope 1 and 2 emissions of the BMW Group are calculated following the financial control approach as defined by ESRS 1 paragraph 62.

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 are calculated following the financial control approach as defined by ESRS 1 paragraph 62.
[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

1020

(7.26.9) Emissions in metric tonnes of CO2e

240.7

(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 2024, 1,020 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

1020

(7.26.9) Emissions in metric tonnes of CO2e

63.2

(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 2024, 1,020 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

1020

(7.26.9) Emissions in metric tonnes of CO2e

18354.1

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2024, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2024, 1,020 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): 5,400.1 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 12,954.0 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 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

8

(7.26.9) Emissions in metric tonnes of CO2e

1.9

(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 2024, 8 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

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

8

(7.26.9) Emissions in metric tonnes of CO2e

0.5

(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 2024, 8 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

8

(7.26.9) Emissions in metric tonnes of CO2e

114.9

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2024, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2024, 8 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): 13.3 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 101.6 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 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

10

(7.26.9) Emissions in metric tonnes of CO2e

2.4

(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 2024, 10 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

10

(7.26.9) Emissions in metric tonnes of CO2e

0.6

(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 2024, 10 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

10

(7.26.9) Emissions in metric tonnes of CO2e

218.6

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2024, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2024, 10 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): 91.6 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 127.0 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 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

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 2024, 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 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

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 2024, 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 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

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 2024, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2024, 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 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

102

(7.26.9) Emissions in metric tonnes of CO2e

24.1

(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 2024, 102 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

102

(7.26.9) Emissions in metric tonnes of CO2e

6.3

(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 2024, 102 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

102

(7.26.9) Emissions in metric tonnes of CO2e

1572.4

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2024, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2024, 102 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): 277.0 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 1,295.4 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 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

120

(7.26.9) Emissions in metric tonnes of CO2e

28.3

(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 2024, 120 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

120

(7.26.9) Emissions in metric tonnes of CO2e

7.4

(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 1014, 120 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

120

(7.26.9) Emissions in metric tonnes of CO2e

2061.3

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2024, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2024, 120 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): 537.3 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 1,524.0 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 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

496

(7.26.9) Emissions in metric tonnes of CO2e

117

(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 2024, 496 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

496

(7.26.9) Emissions in metric tonnes of CO2e

30.7

(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 2024, 496 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

496

(7.26.9) Emissions in metric tonnes of CO2e

9813.6

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2024, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2024, 496 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): 3,514.4 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 6,299.2 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 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

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 2024, 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 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

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 2024, 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 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

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 2024, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2024, 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 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

321

(7.26.9) Emissions in metric tonnes of CO2e

75.7

(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 2024, 321 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

321

(7.26.9) Emissions in metric tonnes of CO2e

19.9

(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 2024, 321 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

321

(7.26.9) Emissions in metric tonnes of CO2e

5752.1

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2024, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2024, 321 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): 1,675.4 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 4,076.7 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 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

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 2024, 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 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

6

(7.26.9) Emissions in metric tonnes of CO2e

0.4

(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 2024, 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 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

6

(7.26.9) Emissions in metric tonnes of CO2e

95

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2024, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2024, 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): 18.8 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 76.2 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 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

121

(7.26.9) Emissions in metric tonnes of CO2e

28.6

(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 2024, 121 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

121

(7.26.9) Emissions in metric tonnes of CO2e

7.5

(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 2024, 121 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 :leasing agreements for BMW Group vehicles started

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

121

(7.26.9) Emissions in metric tonnes of CO2e

2819.5

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2024, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2024, 121 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): 1,282.8 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 1,536.7 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 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

370

(7.26.9) Emissions in metric tonnes of CO2e

87.3

(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 2024, 370 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

370

(7.26.9) Emissions in metric tonnes of CO2e

22.9

(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 2024, 370 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

370

(7.26.9) Emissions in metric tonnes of CO2e

6359.1

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2024, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2024, 370 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): 1,660.1 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 4,699.0 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 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

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

9

(7.26.9) Emissions in metric tonnes of CO2e

2.1

(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 2024, 9 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

9

(7.26.9) Emissions in metric tonnes of CO2e

0.6

(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 2024, 9 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

9

(7.26.9) Emissions in metric tonnes of CO2e

396.8

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2024, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2024, 9 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): 282.5 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 114.3 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 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

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 2024, 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 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

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 2024, 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 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

0

(7.26.9) Emissions in metric tonnes of CO2e

18.4

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2024, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2024, 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): 18.4 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 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

21

(7.26.9) Emissions in metric tonnes of CO2e

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 2024, 21 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

21

(7.26.9) Emissions in metric tonnes of CO2e

1.3

(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 2024, 21 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

(7.26.8) Market value or quantity of goods/services supplied to the requesting member

21

(7.26.9) Emissions in metric tonnes of CO2e

738.5

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2024, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2024, 21 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): 471.8 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 266.7 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 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

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 2024, 1 new leasing agreement 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

1

(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 2024, 1 new leasing agreement 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

1

(7.26.9) Emissions in metric tonnes of CO2e

54.7

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2024, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2024, 1 new leasing agreement for BMW Group vehicles started. Use phase CO2 emissions (only in this category we included use phase emissions from non-BMW Group cars): 42.0 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 12.7 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 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

132

(7.26.9) Emissions in metric tonnes of CO2e

31.1

(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 2024, 132 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

132

(7.26.9) Emissions in metric tonnes of CO2e

8.2

(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 2024, 132 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

132

(7.26.9) Emissions in metric tonnes of CO2e

2350.3

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2024, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2024, 132 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): 673.9 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 1,676.4 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

1169

(7.26.9) Emissions in metric tonnes of CO2e

275.8

(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 2024, 1,169 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

1169

(7.26.9) Emissions in metric tonnes of CO2e

72.5

(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 2024, 1,169 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

1169

(7.26.9) Emissions in metric tonnes of CO2e

20221.3

(7.26.11) Major sources of emissions

Major sources for Scope 3 emissions are Use Phase emissions and emissions from Purchased Goods & Services. In 2024, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2024, 1,169 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): 5,375.0 tonnes over the next three years (assumption: 15,000 km driven per year). Emissions from purchased goods and services: 14,846.3 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 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

1

(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 2024, 1 new leasing agreement 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

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 2024, 1 new leasing agreement 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

1

(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 2024, these two categories made more than 95% of Scope 3 emissions of the BMW Group. In the reporting period of 2024, 1 new leasing agreement 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
[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
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:
☑ LHV (lower heating value)

(7.30.1.2) MWh from renewable sources

166907

(7.30.1.3) MWh from non-renewable sources

3164155

(7.30.1.4) Total (renewable + non-renewable) MWh

3331062.00

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

2780378

(7.30.1.3) MWh from non-renewable sources

143626

(7.30.1.4) Total (renewable + non-renewable) MWh

2924004.00

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

39721

(7.30.1.3) MWh from non-renewable sources

406511

(7.30.1.4) Total (renewable + non-renewable) MWh

446232.00

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

16669

(7.30.1.3) MWh from non-renewable sources

0

(7.30.1.4) Total (renewable + non-renewable) MWh

16669.00

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

5603

(7.30.1.4) Total (renewable + non-renewable) MWh

5603.00

Total energy consumption

(7.30.1.1) Heating value

Select from:
☑ Unable to confirm heating value

(7.30.1.2) MWh from renewable sources

3009278

(7.30.1.3) MWh from non-renewable sources

3714292

(7.30.1.4) Total (renewable + non-renewable) MWh

6723570.00
[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
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:

☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

166907

(7.30.7.4) MWh fuel consumed for self-generation of heat

125084

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

41823

(7.30.7.8) Comment

Landfill gas, biomethane 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

(7.30.7.7) 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

(7.30.7.7) 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

(7.30.7.7) 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:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

7005

(7.30.7.4) MWh fuel consumed for self-generation of heat

7005

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

0

(7.30.7.8) Comment

Heating oil and LPG

Gas

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

2673521

(7.30.7.4) MWh fuel consumed for self-generation of heat

1419512

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

1254009

(7.30.7.8) Comment

Gas

Other non-renewable fuels (e.g. non-renewable hydrogen)

(7.30.7.1) Heating value

Select from:
☑ LHV

(7.30.7.2) Total fuel MWh consumed by the organization

483629

(7.30.7.4) MWh fuel consumed for self-generation of heat

438629

(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

3331062

(7.30.7.4) MWh fuel consumed for self-generation of heat

2035230

(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

1295832

(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)

561776

(7.30.9.2) Generation that is consumed by the organization (MWh)

561776

(7.30.9.3) Gross generation from renewable sources (MWh)

18211

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

18211

Heat

(7.30.9.1) Total Gross generation (MWh)

2467889

(7.30.9.2) Generation that is consumed by the organization (MWh)

2467889

(7.30.9.3) Gross generation from renewable sources (MWh)

134940

(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)

134940

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)

181

(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)

181

(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)

362.00

(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)

2336

(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)

479

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

4150

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

6965.00

(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)

193280

(7.30.16.2) Consumption of self-generated electricity (MWh)

6025

(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)

47923

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

22426

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

269654.00

(7.30.16.7) Provide details of the electricity consumption excluded

Only self-generated electricity (6,025 MWh) excluded from our RE100 commitment in Austria.

Belgium

(7.30.16.1) Consumption of purchased electricity (MWh)

2826

(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)

173

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

1004

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

4003.00

(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)

20899

(7.30.16.2) Consumption of self-generated electricity (MWh)

978

(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)

269

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

11889

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

34035.00

(7.30.16.7) Provide details of the electricity consumption excluded

Only self-generated electricity (978 MWh) excluded from our RE100 commitment in Brazil.

Bulgaria

(7.30.16.1) Consumption of purchased electricity (MWh)

81

(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)

35

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

116.00

(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)

3119

(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)

3119

(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)

6238.00

(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)

685492

(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)

290805

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

255408

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1231705.00

(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)

134

(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)

46

(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)

180.00

(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)

135

(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)

135.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Denmark.

Egypt

(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 Egypt.

Finland

(7.30.16.1) Consumption of purchased electricity (MWh)

37

(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)

37

(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)

74.00

(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)

9111

(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)

98

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

9075

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

18284.00

(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)

1161360

(7.30.16.2) Consumption of self-generated electricity (MWh)

532791

(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)

104062

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

1521083

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

3319296.00

(7.30.16.7) Provide details of the electricity consumption excluded

Only self-generated electricity (532,791 MWh) excluded from our RE100 commitment in Germany.

Greece

(7.30.16.1) Consumption of purchased electricity (MWh)

426

(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)

426.00

(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)

71594

(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)

148

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

4372

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

76114.00

(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)

4520

(7.30.16.2) Consumption of self-generated electricity (MWh)

1450

(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)

167

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

1813

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

7950.00

(7.30.16.7) Provide details of the electricity consumption excluded

Only self-generated electricity (1,450 MWh) excluded from our RE100 commitment in India.

Indonesia

(7.30.16.1) Consumption of purchased electricity (MWh)

169

(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)

169

(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)

338.00

(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)

57

(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)

57

(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)

114.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Ireland.

Israel

(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 Israel.

Italy

(7.30.16.1) Consumption of purchased electricity (MWh)

7196

(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)

2557

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

6543

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

16296.00

(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)

7200

(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)

2332

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

6452

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

15984.00

(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)

20

(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)

20

(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)

40.00

(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)

3215

(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)

424

(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)

3639.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Malaysia.

Malta

(7.30.16.1) Consumption of purchased electricity (MWh)

15

(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)

15.00

(7.30.16.7) Provide details of the electricity consumption excluded

No electricity consumption excluded from our RE100 commitment in Malta.

Mexico

(7.30.16.1) Consumption of purchased electricity (MWh)

79667

(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)

40392

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

120059.00

(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)

2492

(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)

161

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

1995

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

4648.00

(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)

611

(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)

611

(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)

1222.00

(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)

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)

66

(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)

132.00

(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)

1394

(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)

944

(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)

2338.00

(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)

170

(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)

170

(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)

340.00

(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)

4420

(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)

1224

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

2599

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

8243.00

(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)

93

(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)

32

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

125.00

(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)

1819

(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)

147

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

2900

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

4866.00

(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)

147

(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)

147.00

(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)

834

(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)

788

(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)

1622.00

(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)

46

(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)

71.00

(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)

65633

(7.30.16.2) Consumption of self-generated electricity (MWh)

582

(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)

591

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

67401

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

134207.00

(7.30.16.7) Provide details of the electricity consumption excluded

Only self-generated electricity (582 MWh) excluded from our RE100 commitment in South Africa.

Spain

(7.30.16.1) Consumption of purchased electricity (MWh)

4222

(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)

7

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

6740

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

10969.00

(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)

1991

(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)

870

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

2317

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

5178.00

(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)

1783

(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)

185

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

1968.00

(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)

7456

(7.30.16.2) Consumption of self-generated electricity (MWh)

2388

(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)

725

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

10569.00

(7.30.16.7) Provide details of the electricity consumption excluded

Only self-generated electricity (2,388 MWh) excluded from our RE100 commitment in Thailand.

United Arab Emirates

(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 the United Arab Emirates.

United Kingdom of Great Britain and Northern Ireland

(7.30.16.1) Consumption of purchased electricity (MWh)

191941

(7.30.16.2) Consumption of self-generated electricity (MWh)

4948

(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)

173

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

182511

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

379573.00

(7.30.16.7) Provide details of the electricity consumption excluded

Only self-generated electricity (4,948 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)

385812

(7.30.16.2) Consumption of self-generated electricity (MWh)

12614

(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)

4055

(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

315843

(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

718324.00

(7.30.16.7) Provide details of the electricity consumption excluded

Only self-generated electricity (12,614 MWh) excluded from our RE100 commitment in the United States of America.

Viet Nam

(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 Viet Nam.
[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)

182055

(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:

☑ 2024

(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 (grandfathered contract)

(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)

4406

(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:
☑ 2024

(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 (grandfathered contract)

(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:

☑ 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)

2533

(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:

☑ 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:

☑ 2024

(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 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)

20617

(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:

☑ 2024

(7.30.17.10) Supply arrangement start year

2024

(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:

☑ 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:

☑ Renewable electricity mix, please specify :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)

78573

(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:

☑ No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2024

(7.30.17.10) Supply arrangement start year

2024

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ No additional, voluntary label

(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:

☑ 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)

91523

(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:

☑ 2024

(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 7

(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)

498083

(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:
☑ 2024

(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 8

(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)

134

(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:

☑ 2024

(7.30.17.10) Supply arrangement start year

2024

(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:

☑ Denmark

(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)

135

(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:
☑ Denmark

(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:
☑ 2024

(7.30.17.10) Supply arrangement start year

2024

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:
☑ No additional, voluntary label

(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)

2045

(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:

☑ 2024

(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 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)

725646

(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)

2023

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2024

(7.30.17.10) Supply arrangement start year

2024

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify :RE100-compliant

(7.30.17.12) Comment

Large and small hydropower, commissioning years 1910-2023.

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)

283978

(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)

2023

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:
☑ 2024

(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

Large and small hydropower, commissioning years 1910-2023.

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)

26590

(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)

2014

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2024

(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:

☑ Small hydropower (<25 MW)

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

75456

(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)

1960

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2024

(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

Commissioning years 1952-1960.

Row 15

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:

☑ Hungary

(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)

71279

(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:

☑ Austria

(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)

2023

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2024

(7.30.17.10) Supply arrangement start year

2024

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify :RE100-compliant

(7.30.17.12) Comment

Commissioning years 2015-2023, countries of origin also including Slovenia and Hungary.

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)

2880

(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)

2024

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2024

(7.30.17.10) Supply arrangement start year

2024

(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 17

(7.30.17.1) Country/area of consumption of purchased renewable electricity

Select from:
☑ Italy

(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)

4794

(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:

☑ 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:
☑ 2024

(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 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:

☑ 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)

4907

(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:

☑ 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:

☑ 2024

(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)

71882

(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:

☑ 2024

(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

N/A

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)

6992

(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:

☑ 2024

(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

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)

2474

(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:

☑ 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:

☑ 2024

(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 22

(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:

☑ Wind

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

55447

(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:

☑ No

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2024

(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 23

(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)

9567

(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:

☑ 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:

☑ 2024

(7.30.17.10) Supply arrangement start year

2017

(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:

☑ 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)

3358

(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:

☑ 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:

☑ 2024

(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 25

(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:

☑ Large hydropower (>25 MW)

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

3993

(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)

1980

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2024

(7.30.17.10) Supply arrangement start year

2024

(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:

☑ 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)

2388

(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)

2024

(7.30.17.9) Vintage of the renewable energy/attribute (i.e. year of generation)

Select from:

☑ 2024

(7.30.17.10) Supply arrangement start year

2024

(7.30.17.11) Ecolabel associated with purchased renewable electricity

Select from:

☑ Other, please specify :RE100-compliant

(7.30.17.12) Comment

Commissioning years 2020, 2024.

Row 27

(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:
☑ Wind

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

178066

(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:

☑ 2024

(7.30.17.10) Supply arrangement start year

2021

(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 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:

☑ Solar

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

9938

(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:

☑ 2024

(7.30.17.10) Supply arrangement start year

2021

(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 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:

☑ 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)

2335

(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:

☑ 2024

(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 30

(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:
☑ Wind

(7.30.17.4) Renewable electricity consumed via selected sourcing method in the reporting year (MWh)

345568

(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:
☑ 2024

(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 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:

☑ 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)

12737

(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:
☑ 2024

(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)

16669

(7.30.18.6) Comment

N/A

Row 2

(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:
☑ Austria

(7.30.18.3) Energy carrier

Select from:
☑ Heat

(7.30.18.4) Low-carbon technology type

Select from:
☑ Sustainable biomass

(7.30.18.5) Low-carbon heat, steam, or cooling consumed (MWh)

39721

(7.30.18.6) Comment

Green district heating (Holzhackschnitzelheizwerk / wood chip heating plant)
[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)

0.49

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

978

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

978

(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)

0.1

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

198

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

198

(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)

0.73

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

1450

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

1450

(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)

0.29

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

582

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

582

(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)

1.19

(7.30.19.4) Total renewable electricity generated by this facility in the reporting year (MWh)

2388

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

2388

(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)

7

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

7

(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)

12608

(7.30.19.5) Renewable electricity consumed by your organization from this facility in the reporting year (MWh)

12608

(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 electricity from renewable sources, and electricity of certified origin. Moreover, we are increasing the amount of renewable energy generated at our own sites. Additional PV systems were installed at the plants in Berlin (Germany), Leipzig (Germany) and Rosslyn (South Africa) in 2024. The Group also began the process of getting additional photovoltaic systems set up at other locations. 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:

	Challenges to sourcing renewable electricity
	☑ 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

1.94

(7.35.3) Metric numerator

Select from:

☑ MWh

(7.35.4) Metric denominator

Select from:

☑ Production: Vehicle

(7.35.5) Metric numerator: Unit total

4713092

(7.35.6) Metric denominator: Unit total

2428291

(7.35.7) % change from previous year

-1.52

(7.35.8) Please explain

Energy consumption per vehicle produced (automotive) is calculated based on the energy consumed by the BMW Group in the production of its automobiles (2024: 4,713,092 MWh), including component manufacturing (excluding partner plants, contract manufacturing and Spotlight Automotive Ltd.), in relation to the number of vehicles produced (excluding motorcycles, contract manufacturing and Spotlight Automotive Ltd.) in the reporting year (2024: 2,428,291 vehicles). The energy data shown in the metric is derived from production sites that are certified according to the Eco Management and Audit Scheme (EMAS), ISO 14001 and partly ISO 50001. The unit of the metric is megawatt hours (MWh) per vehicle produced (2024: 1.94 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. In the 2024 reporting year, energy consumption amounted to 6,205,004 MWh (excluding company vehicles and company-owned airplanes), with 48.5% sourced from renewables (2023: 6,380,652 MWh). Specific energy consumption in automobile production fell to 1.94 MWh per vehicle produced (2023: 1.97 MWh) 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

0.000005878

(7.45.2) Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

836963

(7.45.3) Metric denominator

Select from:

☑ unit total revenue

(7.45.4) Metric denominator: Unit total

142380000000

(7.45.5) Scope 2 figure used

Select from:

☑ Market-based

(7.45.6) % change from previous year

10.92

(7.45.7) Direction of change

Select from:

☑ Increased

(7.45.8) Reasons for change

Select all that apply

☑ Change in renewable energy consumption

☑ Other emissions reduction activities

☑ Change in output

☑ Change in revenue

☑ Change in methodology

(7.45.9) Please explain

Increased CO2e efficiency on the one hand and methodological adjustments, changes in sales volumes and turnover on the other have led to an increase in CO2e emissions / revenue by 10.9 % when compared to the 2023 figure of 0.000005300. 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 airplanes by revenue.

Row 2

(7.45.1) Intensity figure

0.27

(7.45.2) Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

652597

(7.45.3) Metric denominator

Select from:

☑ vehicle produced

(7.45.4) Metric denominator: Unit total

2428291

(7.45.5) Scope 2 figure used

Select from:

☑ Market-based

(7.45.6) % change from previous year

4.38

(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 CO2e emissions / vehicles produced in the BMW Group production network without volumes of partner plants was 4.4 % when compared to the 2023 figure of 0.28. This metric (CO2e emissions from BMW Group locations (Scope 1 and 2) per vehicle produced (automotive)) is derived from the direct and indirect CO2e emissions of BMW Group plants relating to the number of automobiles produced in the reporting year. The CO2e emissions result from energy consumption in the BMW Group plants (excluding partner plants, contract manufacturing and Spotlight Automotive Ltd.), as well as non-manufacturing sites over which the BMW Group has operational control, excluding supplies to third parties. Electricity from on-site renewable generation, Power Purchase Agreements for electricity from renewable sources and Energy Attribute Certificates (e.g. guarantees of origin) are all taken into account. Emissions are divided by the total number of vehicles produced (BMW Group production sites, excluding motorcycles, contract manufacturing and Spotlight Automotive Ltd.). Solvent emissions (VOC) are not considered in the calculation. The emissions data shown in the metric is derived from production sites that are certified according to the Eco Management and Audit Scheme (EMAS), ISO 14001 and partly ISO 50001. Mainly the emissions factors of the VDA (most current valid version) are used to calculate CO2e emissions. These are based on the latest GWP values in accordance with IPCC AR6. For district heating and cooling, local factors are occasionally applied instead of country-specific factors to account for regional differences. The Scope 2 emissions are considered with the market-based method. The unit of the metric is tonnes of CO2 equivalent [t CO2e] per vehicle produced.
[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

90667226

(7.50.4) Metric denominator

Select from:

☑ p.km

(7.50.5) Metric denominator: Unit total

490158545730

(7.50.6) % change from previous year

-3.56

(7.50.7) Vehicle unit sales in reporting year

2450854

(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. Deliveries of BMW Group vehicles totalled 2,450,854 units in the reporting year, representing a slight decrease on the previous year (2023: 2,554,183 units; -4.0%) and in line with the Group's expectations as adjusted in the third quarter of 2024. The BMW Group has at least one electrified model in each of its segments. Demand for all-electric automobiles across all three brands generated significant growth in sales in 2024, with a total of 426,536 vehicles sold (2023: 375,716 units; +13.5%). The number of electrified vehicles (BEV and PHEV) delivered to customers in the reporting year rose to a total of 593,150 units (2023: 565,875 units; +4.8%). The share of all-electric automobile deliveries increased in 2024 to 17.4% (2023: 14.7%), while electrified vehicles accounted for a total share of 24.2% (2023: 22.2%). The increasing electrification of the product portfolio had a positive effect on the development of fleet carbon emissions. Standards / Methodologies: The BMW Group's global fleet carbon emissions in the reporting year averaged 185.0 g CO2e/km (2023: 191.8 g CO2e/km). These metrics correspond to a decrease of 18.4% compared to the base year 2019 (2019: 226.8 g CO2e/km4). As in previous years, when calculating the emissions metrics, the BMW Group takes into account volume-weighted fleet 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 average fleet carbon 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 CO2e/km (which equals to 0.000185 t CO2e/km) is calculated by multiplying the average fleet emissions 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

1.68

(7.52.3) Metric numerator

waste for disposal generated by automobile prod.

(7.52.4) Metric denominator (intensity metric only)

number of vehicles produced

(7.52.5) % change from previous year

20.8

(7.52.6) Direction of change

Select from:

☑ Decreased

(7.52.7) Please explain

Waste management is part of the BMW Group's holistic approach to a circular economy and the environmental management system at its own production sites. Reducing the amount of waste for disposal per vehicle produced is an objective of the BMW Group's environmental policy. The BMW Group intends to reduce the amount of waste for disposal per vehicle produced by 25% by 2030 compared to the base year 2016. No material impacts, risks or opportunities related to this topic have been identified for our own operations. In the reporting period, a total of 868,084 t of the waste generated in production was recycled or recovered (2023: 922,554 t). Of the total volume of waste, 91.7% (800,582 t) was recycled (material recovery) and 7.7% (67,502 t) was thermally recovered. The amount of waste for disposal per vehicle produced fell significantly by –20.8% year on year to 1.68 kg (2023: 2.12 kg). The metric is calculated from the waste for disposal generated by automobile production (BMW Group plants, excluding partner plants, contract manufacturing and Spotlight Automotive Ltd.) divided by the number of vehicles produced (BMW Group plants and partner plants, excluding contract manufacturing and Spotlight Automotive Ltd.). The data shown in the metric is derived from production sites that are certified according to the Eco Management and Audit Scheme (EMAS), ISO 14001 and partly ISO 50001. The waste quantities are determined from weighed and systematically recorded data for waste documentation. The unit of the metric is kilograms [kg] per vehicle produced. The metric is an additional disclosure calculated based on SASB, TRAU-440b.1 and the number of vehicles produced.
[Add row]

(7.53) Did you have an emissions target that was active in the reporting year?

Select all that apply

☑ Absolute target

☑ Intensity target

(7.53.1) Provide details of your absolute emissions targets and progress made against those targets.

Row 1

(7.53.1.1) Target reference number

Select from:

☑ Abs 1

(7.53.1.2) 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

(7.53.1.4) Target ambition

Select from:

☑ 1.5°C aligned

(7.53.1.5) Date target was set

08/01/2023

(7.53.1.6) Target coverage

Select from:

☑ Organization-wide

(7.53.1.7) Greenhouse gases covered by target

Select all that apply

☑ Methane (CH4)

☑ Nitrous oxide (N2O)

☑ Carbon dioxide (CO2)

☑ Perfluorocarbons (PFCs)

☑ Sulphur hexafluoride (SF6)

☑ Nitrogen trifluoride (NF3)

☑ Hydrofluorocarbons (HFCs)

(7.53.1.8) Scopes

Select all that apply

☑ Scope 1

☑ Scope 2

(7.53.1.9) Scope 2 accounting method

Select from:

☑ Market-based

(7.53.1.11) End date of base year

12/31/2019

(7.53.1.12) Base year Scope 1 emissions covered by target (metric tons CO2e)

780101

(7.53.1.13) Base year Scope 2 emissions covered by target (metric tons CO2e)

401936

(7.53.1.31) Base year total Scope 3 emissions covered by target (metric tons CO2e)

0.000

(7.53.1.32) Total base year emissions covered by target in all selected Scopes (metric tons CO2e)

1182037.000

(7.53.1.33) Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1

97.5

(7.53.1.34) Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2

100

(7.53.1.53) Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes

98.3

(7.53.1.54) End date of target

12/31/2030

(7.53.1.55) Targeted reduction from base year (%)

46.3

(7.53.1.56) Total emissions at end date of target covered by target in all selected Scopes (metric tons CO2e)

634753.869

(7.53.1.57) Scope 1 emissions in reporting year covered by target (metric tons CO2e)

679337

(7.53.1.58) Scope 2 emissions in reporting year covered by target (metric tons CO2e)

130460

(7.53.1.77) Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

809797.000

(7.53.1.78) Land-related emissions covered by target

Select from:

☑ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.1.79) % of target achieved relative to base year

68.02

(7.53.1.80) Target status in reporting year

Select from:

☑ New

(7.53.1.82) Explain target coverage and identify any exclusions

The BMW Group aims to achieve net zero CO2e emissions across the entire value chain by latest 2050. This means that the unavoidable CO2e emissions remaining after the reduction measures will be equivalent to a maximum of 10% of the absolute emissions in the base year 2019. The transition plan for climate change mitigation which will be used to achieve net zero consists initially of the CO2e reduction targets for 2030, which also relate to the base year 2019. These near-term targets (NTT) for the target year 2030 provide the guiding framework used to define the actions needed. These targets are in line with the climate targets set out in the Paris Agreement to limit global warming. Science-based, cross-sectoral methods were used for each scope to derive CO2e reduction targets for 2030 in line with the approach of the Science Based Targets initiative (SBTi). Targets were assessed based on the source of the emissions according to the relevant categories of the Greenhouse Gas Protocol. Percentage-based annual CO2e reduction targets relative to the base year 2019 were used. This is a representative base year that provides reliable and comparable values with regard to framework conditions such as sales volumes, emissions in each scope, and available technologies. By taking a systematic approach, the BMW Group ensures that the climate targets for 2030 have been developed on the basis of solid data and have taken all relevant factors into consideration. The CO2e targets are integrated into the BMW Group's steering system. The Company has derived a 1.5°C-aligned pathway for Scope 1 and 2 emissions and integrated it in the corporate strategy.

(7.53.1.83) Target objective

An absolute target of 0.635 million tonnes of CO2e by 2030 has been set for direct (Scope 1) and indirect (Scope 2) emissions. This is equivalent to a 46.3% reduction in emissions compared to the base year 2019 (1.182 million tonnes of CO2e). The Scope 2 target derivation is based on the market-based method. This factors in the actual emissions of the electricity used instead of the values of regional electricity mixes. Approximately three quarters of the emissions are allocated to Scope 1 and approximately one quarter to Scope 2.

(7.53.1.84) Plan for achieving target, and progress made to the end of the reporting year

PLAN TO ACHIEVE THE TARGET: Energy efficiency measures and the use of renewable energy in particular should contribute to achieving the targets in the own production of the BMW Group. Fossil fuels are increasingly being replaced by alternative technologies, particularly site-specific geothermal energy, renewable district heating and power-to-heat systems. At the new plant in Debrecen, Hungary, all paint line processes are powered by electricity instead of natural gas. This

significantly reduces CO2e emissions, even if it increases electricity consumption. The plant in Debrecen sources all of its production-related electricity needs from electricity from renewable sources. These decarbonisation levers are helping the BMW Group to achieve its overall targets in a manner which is proportionate to the total volume of emissions allocated to each scope. PROGRESS MADE TO THE END OF REPORTING YEAR: The actions taken to reduce emissions are identified, assessed, approved and implemented individually for each scope. Particularly as regards the own locations (Scope 1 and 2), these actions involve the gradual substitution of fossil fuels and making continuous increase in energy efficiency to reduce energy requirements. To this end, emissions related to production are primarily reduced through energy efficiency actions and the use of renewable energies to substitute fossil fuels. In the area of own emissions (Scope 1 and 2), a reduction of around 38,000 t CO2e was achieved compared to the previous year as a result of new measures implemented in the reporting year. The reduction from the procurement of biomethane at the Spartanburg plant (USA) and from the conversion from fossil fuel district heating to district heating from wood chips at the plant in Steyr (Austria) have made a significant contribution to this. ANTICIPATED PROGRESS CURVE: The rate of progress towards the target is anticipated and observed to change from year to year.

(7.53.1.85) Target derived using a sectoral decarbonization approach

Select from:

☑ No

Row 2

(7.53.1.1) Target reference number

Select from:

☑ Abs 2

(7.53.1.2) 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

(7.53.1.4) Target ambition

Select from:

☑ Well-below 2°C aligned

(7.53.1.5) Date target was set

08/01/2023

(7.53.1.6) Target coverage

Select from:

☑ Organization-wide

(7.53.1.7) 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)

(7.53.1.8) Scopes

Select all that apply

☑ Scope 3

(7.53.1.10) Scope 3 categories

Select all that apply

☑ Scope 3, Category 1 – Purchased goods and services

☑ Scope 3, Category 4 – Upstream transportation and distribution

☑ Scope 3, Category 11 – Use of sold products

(7.53.1.11) End date of base year

12/31/2019

(7.53.1.14) Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)

31486873

(7.53.1.17) Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)

2294300

(7.53.1.24) Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)

115084017

(7.53.1.31) Base year total Scope 3 emissions covered by target (metric tons CO2e)

148865190.000

(7.53.1.32) Total base year emissions covered by target in all selected Scopes (metric tons CO2e)

148865190.000

(7.53.1.35) Base year Scope 3, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)

100

(7.53.1.38) Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)

100

(7.53.1.45) Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)

100

(7.53.1.52) Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)

99

(7.53.1.53) Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes

100

(7.53.1.54) End date of target

12/31/2030

(7.53.1.55) Targeted reduction from base year (%)

27.5

(7.53.1.56) Total emissions at end date of target covered by target in all selected Scopes (metric tons CO2e)

107927262.750

(7.53.1.59) Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)

31500946

(7.53.1.62) Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)

2890901

(7.53.1.69) Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)

90667226

(7.53.1.76) Total Scope 3 emissions in reporting year covered by target (metric tons CO2e)

125059073.000

(7.53.1.77) Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

125059073.000

(7.53.1.78) Land-related emissions covered by target

Select from:

☑ No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

(7.53.1.79) % of target achieved relative to base year

58.15

(7.53.1.80) Target status in reporting year

Select from:

☑ New

(7.53.1.82) Explain target coverage and identify any exclusions

The BMW Group aims to achieve net zero CO2e emissions across the entire value chain by latest 2050. This means that the unavoidable CO2e emissions remaining after the reduction measures will be equivalent to a maximum of 10% of the absolute emissions in the base year 2019. The transition plan for climate change mitigation which will be used to achieve net zero consists initially of the CO2e reduction targets for 2030, which also relate to the base year 2019. These near-term targets for the target year 2030 provide the guiding framework used to define the actions needed. These targets are in line with the climate targets set out in the Paris Agreement to limit global warming. Science-based, cross-sectoral methods were used for each scope to derive CO2e reduction targets for 2030 in line with the approach of the Science Based Targets initiative. Targets were assessed based on the source of the emissions according to the relevant categories of the Greenhouse Gas Protocol. Percentage-based annual CO2e reduction targets relative to the base year 2019 were used. This is a representative base year that provides reliable and comparable values with regard to framework conditions such as sales volumes, emissions in each scope, and available technologies. By taking a systematic approach, the BMW Group ensures that the climate targets for 2030 have been developed on the basis of solid data and have taken all relevant factors into consideration. The CO2e targets are integrated into the BMW Group's steering system. The BMW Group has defined a combined target for its Scope 3 emissions (incl. Purchased goods and services, Logistics, and the Use phase) in the Automotive segment due to the close interdependencies between the supply chain and use phase. The targets are based on the standards of a science-based Well-Below-Two-Degree approach in accordance with SBTi. The BMW Group uses a holistic approach for this purpose that considers the CO2e emissions of vehicles over their entire life cycle. At the time of target derivation for Scope 3 target, the target value

for 2030 fully meets the requirements of the SBTi Well Below Two Degrees pathway, but is approximately 30% higher than these theoretical targets with reference to an ideal 1.5°C pathway according to the requirements and methodology of independent organisations. As part of the development of corridors up to 2035, the demand for an increasing acceleration of decarbonization is being increasingly taken into account.

(7.53.1.83) Target objective

An absolute target of 108 million tonnes of CO2e for 2030 was defined for Scope 3 emissions in the Automotive segment, based on Purchased goods and services, Logistics and the Use phase. This is equivalent to a 27.5% reduction in emissions compared to the base year 2019 (148.9 million tonnes of CO2e).

(7.53.1.84) Plan for achieving target, and progress made to the end of the reporting year

PLAN TO ACHIEVE THE TARGET: In the supply chain, the biggest lever for CO2e-reducing measures is the use of electricity from renewable sources, while the second biggest lever is the use of secondary materials and raw materials from CO2e-reduced production processes (for example steel and aluminium). Expanded innovation and infrastructure management process for logistics measures are reducing emissions related to logistics. During the use phase, the biggest lever is the electrification of the product portfolio across all brands. In addition, other drive technologies such as hydrogen are being further developed and will be gradually integrated into the product range. The BMW Group is also implementing efficiency improvements for conventional drivetrains and continuously increasing the use of electricity from CO2e-free sources for vehicle charging. The BMW Group expects the largest contribution to achieving the 2030 CO2e emissions reduction target – approximately 65% in absolute terms – to come from the electrification of the vehicle fleet (automobiles), which is allocated to the Scope 3 category Use phase. The majority of the remaining reductions will be achieved by implementing measures in the supply chain and logistics. PROGRESS MADE TO THE END OF REPORTING YEAR: The BMW Group has established the reduction of CO2e emissions in the supply chain as a key criterion when awarding contracts to suppliers. Since 2021, the requirement to use electricity from renewable sources has applied to both our direct (tier 1) suppliers and to energy-intensive pre-production (n-tier) processes involved in the production of CO2e-intensive components and materials. Other measures include the use of secondary materials. This represents an important contribution to the decarbonisation of the supply chain on the part of the Company. The BMW Group reviews the effectiveness of the CO2-reducing measures in its series production annually in cooperation with a specialised external service provider. 71 suppliers were assessed in this regard in 2024. In the reporting year, verified and implemented actions reduced supply chain emissions by around 2.8 million t CO2e. The BMW Group is making a significant contribution to further reducing CO2e emissions in the use phase by electrifying the entire product portfolio across all automobile brands. ANTICIPATED PROGRESS CURVE: The rate of progress towards the target is anticipated and observed to change from year to year.

(7.53.1.85) Target derived using a sectoral decarbonization approach

Select from:

☑ No

[Add row]

(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

02/23/2022

(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

12/31/2019

(7.53.2.13) Intensity figure in base year for Scope 1

0.25

(7.53.2.14) Intensity figure in base year for Scope 2

0.15

(7.53.2.33) Intensity figure in base year for all selected Scopes

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

12/31/2030

(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

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

0.23

(7.53.2.61) Intensity figure in reporting year for Scope 2

0.04

(7.53.2.80) Intensity figure in reporting year for all selected Scopes

0.2700000000

(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

40.63

(7.53.2.83) Target status in reporting year

Select from:

☑ Replaced

(7.53.2.84) Explain the reasons for the revision, replacement, or retirement of the target

The BMW Group is fully committed to the Paris Agreement and contributes to decarbonisation efforts by pursuing its own ambitious targets. To achieve this, the BMW Group promotes the reduction of CO2e 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. The relative targets introduced in 2021 (expressed as reduction per vehicle) for Scope 1 and 2 (BMW Group locations) and Scope 3 (Purchased goods and services, Logistics, Use phase in each case for the Automotive segment) will be replaced with absolute values measured in tonnes CO2e from reporting year 2024 onwards. The BMW Group's overall target claim remains unchanged with this adaptation and take account of growth forecasts and interaction between the scopes. No future developments, (for example changes in sales volumes or new technologies) were assumed as premises as part of the target setting process.

(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. The relative targets introduced in 2021 (expressed as reduction per vehicle) for Scope 1 and 2 (BMW Group locations) and Scope 3 (Purchased goods

and services, Logistics, Use phase in each case for the Automotive segment) will be replaced with absolute values measured in tonnes CO2e from reporting year 2024 onwards.

(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. The relative targets introduced in 2021 (expressed as reduction per vehicle) for Scope 1 and 2 (BMW Group locations) and Scope 3 (Purchased goods and services, Logistics, Use phase in each case for the Automotive segment) will be replaced with absolute values measured in tonnes CO2e from reporting year 2024 onwards.

(7.53.2.88) Target derived using a sectoral decarbonization approach

Select from:

☑ No

Row 2

(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

02/23/2022

(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

12/31/2019

(7.53.2.25) Intensity figure in base year for Scope 3, Category 11: Use of sold products

0.0002268

(7.53.2.32) Intensity figure in base year for total Scope 3

0.0002268000

(7.53.2.33) Intensity figure in base year for all selected Scopes

0.0002268000

(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

12/31/2030

(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

0.0001134000

(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

0.000185

(7.53.2.79) Intensity figure in reporting year for total Scope 3

0.0001850000

(7.53.2.80) Intensity figure in reporting year for all selected Scopes

0.0001850000

(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

36.86

(7.53.2.83) Target status in reporting year

Select from:

☑ Replaced

(7.53.2.84) Explain the reasons for the revision, replacement, or retirement of the target

The BMW Group is fully committed to the Paris Agreement and contributes to decarbonisation efforts by pursuing its own ambitious targets. To achieve this, the BMW Group promotes the reduction of CO2e 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. The relative targets introduced in 2021 (expressed as reduction per vehicle) for Scope 1 and 2 (BMW Group locations) and Scope 3 (Purchased goods and services, Logistics, Use phase in each case for the Automotive segment) will be replaced with absolute values measured in tonnes CO2e from reporting year 2024 onwards. The BMW Group's overall target claim remains unchanged with this adaptation and take account of growth forecasts and interaction between the scopes. No future developments, (for example changes in sales volumes or new technologies) were assumed as premises as part of the target setting process.

(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. The relative targets introduced in 2021 (expressed as reduction per vehicle) for Scope 1 and 2 (BMW Group locations) and Scope 3 (Purchased goods and services, Logistics, Use phase in each case for the Automotive segment) will be replaced with absolute values measured in tonnes CO2e from reporting year 2024 onwards.

(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. The relative targets introduced in 2021 (expressed as reduction per vehicle) for Scope 1 and 2 (BMW Group locations) and Scope 3 (Purchased goods and services, Logistics, Use phase in each case for the Automotive segment) will be replaced with absolute values measured in tonnes CO2e from reporting year 2024 onwards.

(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

12/31/2015

(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

12/31/2015

(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

12/31/2050

(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

95.1

(7.54.1.13) % of target achieved relative to base year

91.55

(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 Abs 1. An absolute target of 0.635 million tonnes of CO2e by 2030 has been set for direct (Scope 1) and indirect (Scope 2) emissions. This is equivalent to a 46.3% reduction in emissions compared to the base year 2019 (1.182 million tonnes of CO2e). 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 electricity from renewable sources 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 electricity from renewable sources, 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 electricity from renewable sources from defined generation plants is used for the BMW Group production.

(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 electricity from renewable sources, 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).
[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

12/31/2021

(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

12/31/2020

(7.54.2.8) Figure or percentage in base year

1.9

(7.54.2.9) End date of target

12/31/2030

(7.54.2.10) Figure or percentage at end of date of target

50

(7.54.2.11) Figure or percentage in reporting year

17.4

(7.54.2.12) % of target achieved relative to base year

32.2245322245

(7.54.2.13) Target status in reporting year

Select from:

☑ Underway

(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. [Abs 2]

(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. In 2025, the BMW Group also expects an increase in the deliveries of its fully electric vehicles. The NEUE KLASSE will enter production at the end of 2025. It will set benchmarks in electrification, digitalisation and circularity while maintaining BMW's typical driving pleasure and emotional design. The NEUE KLASSE is distinguished by its new cluster architecture (NCAR) exclusively focused on Battery Electric Vehicles (BEVs). The sixth-generation BMW e-drive technology will significantly improve range, charging time and manufacturing costs. 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 2024, all-electric vehicles already accounted for 17.4% of total BMW Group sales. Our customers are currently able to choose from over 15 all-electric models across all BMW Group brands. Our BMW charging card already provides customers with access to more than 670,000 charging points throughout Europe. In 2025, we are once again targeting growth with our all-electric vehicles. Over the course of the year, we will reach two significant milestones: production of our three millionth electrified vehicle and our 1.5 millionth all-electric vehicle. 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). 2024 was a year of significant new products for the BMW brand. The launch of the new BMW X2 – which is also available for the first time as the all-electric model BMW iX2 – kicked off the year in March. The new BMW 5 Series Touring is now available across all drivetrain types following the introduction of the all-electric variant in May 2024 and exemplifies the technology openness that characterises the BMW Group. The brand also presented further revisions to the successful BMW 3 Series and 4 Series in the first half of the year. Now in their fourth generation, two successful models – the new BMW X3 and the new BMW 1 Series – celebrated their launch in autumn, which also marked the 20-year anniversary of the successful BMW 1 Series. The new BMW 2 Series Gran Coupé was presented to the public in October and is set to launch in spring 2025. The BMW Group has at least one electrified model in each of its segments. Demand for all-electric automobiles across all three brands generated significant growth in sales in 2024, with a total of 426,536 vehicles sold (2023: 375,716 units; +13.5%). The number of electrified vehicles (BEV and PHEV) delivered to customers in the reporting year rose to a total of 593,150 units (2023: 565,875 units; +4.8%). The share of all-electric automobile deliveries increased in 2024 to 17.4% (2023: 14.7%), while electrified vehicles accounted for a total share of 24.2% (2023: 22.2%). The increasing electrification of the product portfolio had a positive effect on the development of fleet carbon emissions. 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

07/12/2021

(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

☑ Abs1

☑ Abs2

☑ Int1

☑ Int2

(7.54.3.5) End date of target for achieving net zero

12/31/2050

(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

The BMW Group is fully committed to the Paris Agreement and contributes to decarbonisation efforts by pursuing its own ambitious targets. The BMW Group aims to achieve net zero CO2e emissions across the entire value chain by latest 2050. Energy efficiency measures and the use of renewable energy in particular should contribute to achieving the targets in the own production of the BMW Group. In the supply chain, the biggest lever for CO2e-reducing measures is the use of electricity from renewable sources, while the second biggest lever is the use of secondary materials and raw materials from CO2e-reduced production processes. Expanded innovation and infrastructure management process for logistics measures are reducing emissions related to logistics. During the use phase, the biggest lever is the electrification of the product portfolio across all brands. The BMW Group intends to achieve Net Zero by 2050, which means reducing CO2e emissions across all scopes within the value chain by at least 90% compared to the base year. To achieve this target at this point in time, the BMW Group focuses within the preparation of Net Zero on the decarbonization of its value chain. All emissions that cannot be technically reduced further at the point of Net Zero (maximum 10% of total base year CO2e emissions) must be neutralised from that point onwards using permanent carbon sinks. The BMW Group has been supporting the development of new permanent CO2e sequestration methods since 2024 to drive the development of these carbon sinks. The BMW Group is financing the permanent storage of initial volumes equivalent to 25,000 t of CO2e in cooperation with partners including Atmosfair and Firstclimate. By this means, it is intended to foster the scaling of promising Carbon Dioxide Removal (CDR) technologies at an early stage in order to also prepare for the BMW Group's sub-target of neutralising a maximum 10% of its base year CO2e emissions at the point of Net Zero by 2050 at the latest. The BMW Group supports these projects voluntarily, which means their yields are not counted towards the Group's CO2e targets. The projects are certified by independent institutions in line with international standards (for example CSI/EBC C-Sink) and have to meet a set of strict quality criteria as for instance permanence and additionality of the CO2e storage effects.

(7.54.3.11) Target objective

The BMW Group aims to achieve net zero CO2e emissions across the entire value chain by latest 2050. This means that the unavoidable CO2e emissions remaining after the reduction measures will be equivalent to a maximum of 10% of the absolute emissions in the base year 2019. The Scope 3 emissions will account for around 99% of the remaining total emissions. The remaining 1% of the emissions are Scope 1 and 2 emissions. This methodology is based on recognised definitions and specifications, including the ESRS. The transition plan for climate change mitigation which will be used to achieve net zero consists initially of the CO2e reduction targets for 2030, which also relate to the base year 2019. These near-term targets (NTT) for the target year 2030 provide the guiding framework used to define the

actions needed. These targets are in line with the climate targets set out in the Paris Agreement to limit global warming. From the 2024 reporting year onwards, the CO2e targets will be converted from relative values to absolute values. By deriving guidelines for 2035, the time horizon of the target corridor will be extended.

(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 BMW Group intends to achieve Net Zero by 2050, which means reducing CO2e emissions across all scopes within the value chain by at least 90% compared to the base year. To achieve this target at this point in time, the BMW Group focuses within the preparation of Net Zero on the decarbonization of its value chain. All emissions that cannot be technically reduced further at the point of Net Zero (maximum 10% of total base year CO2e emissions) must be neutralised from that point onwards using permanent carbon sinks. The BMW Group has been supporting the development of new permanent CO2e sequestration methods since 2024 to drive the development of these carbon sinks. These efforts have included purchasing certificates from biochar projects. The BMW Group is financing the permanent storage of initial volumes equivalent to 25,000 t of CO2e in cooperation with partners including Atmosfair and Firstclimate. By this means, it is intended to foster the scaling of promising Carbon Dioxide Removal (CDR) technologies at an early stage in order to also prepare for the BMW Group's sub-target of neutralising a maximum 10% of its base year CO2e emissions at the point of Net Zero by 2050 at the latest. The BMW Group supports these projects voluntarily, which means their yields are not counted towards the Group's CO2e targets. The projects are certified by independent institutions in line with international standards (for example CSI/EBC C-Sink) and have to meet a set of strict quality criteria as for instance permanence and additionality of the CO2e storage effects.

(7.54.3.16) Describe the actions to mitigate emissions beyond your value chain

The BMW Group is financing the permanent storage of initial volumes equivalent to 25,000 t of CO2e in cooperation with partners including Atmosfair and Firstclimate. By this means, it is intended to foster the scaling of promising Carbon Dioxide Removal (CDR) technologies at an early stage in order to also prepare for the BMW Group's sub-target of neutralising a maximum 10% of its base year CO2e emissions at the point of Net Zero by 2050 at the latest. The BMW Group supports these projects voluntarily, which means their yields are not counted towards the Group's CO2e targets. The projects are certified by independent institutions

in line with international standards (for example CSI/EBC C-Sink) and have to meet a set of strict quality criteria as for instance permanence and additionality of the CO2e storage effects.

(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 starting since 2023 and is updated every year. 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. The BMW Group actively works on improving the resilience of its business model with the aim of meeting the challenges posed by climate change. Through comprehensive consideration in Strategy and Planning, Development (products and production technologies), Purchasing (raw materials and global procurement markets), Production (locations and cooperations), Sales, Finance (profitability and liquidity) and Personnel (training), the BMW Group is able to identify and assess the short-, medium and long-term adjustments to its business model that are required in response to climate change while taking the necessary actions in all areas of its operations. The BMW Group takes steps to ensure the long-term viability of its business model by implementing operational measures, continuously updating its sustainability strategy, and following the overarching corporate strategy. Uncertainties in underlying assumptions (primarily regulatory requirements, customer expectations, technological developments, macroeconomic trends) are recorded on an ongoing basis and any adjustments are made promptly. The results of scenario analyses are incorporated into operational measures and the further development of the sustainability strategy as an integral part of the corporate strategy. Sustainability targets are integrated into corporate planning on the basis of current premises and scenarios (including International Energy Agency scenarios for energy generation, CO2e emissions from upstream value creation).
[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
Under investigation	*255*	*`Numeric input*
To be implemented	*8*	*390*
Implementation commenced	*10*	*1098*
Implemented	*14*	*37971*
Not to be implemented	*52*	*`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

Low-carbon energy consumption

☑ Biogas

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

34732

(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 1.2)

0

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

0

(7.55.2.7) Payback period

Select from:
☑ <1 year

(7.55.2.8) Estimated lifetime of the initiative

Select from:
☑ Ongoing

(7.55.2.9) Comment

Use of biomethane at a production site.

Row 2

(7.55.2.1) Initiative category & Initiative type

Low-carbon energy consumption
☑ Solid biofuels

(7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

1613

(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

☑ Scope 2 (market-based)

(7.55.2.4) Voluntary/Mandatory

Select from:

☑ Voluntary

(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

0

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

30000000

(7.55.2.7) Payback period

Select from:

☑ No payback

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ Ongoing

(7.55.2.9) Comment

Biomass district heating at a production site.

Row 3

(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)

220

(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 1.2)

60000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

210000

(7.55.2.7) Payback period

Select from:

☑ 4-10 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 6-10 years

(7.55.2.9) Comment

Heat recovery and use of heat pumps at a production site.

Row 4

(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)

823

(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 1.2)

400000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

5700000

(7.55.2.7) Payback period

Select from:
☑ 16-20 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:
☑ 16-20 years

(7.55.2.9) Comment

Dry separation at a production site.

Row 5

(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)

9

(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 1.2)

40000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

160000

(7.55.2.7) Payback period

Select from:
☑ 4-10 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:
☑ 6-10 years

(7.55.2.9) Comment

Efficiency improvements to heating, ventilation and air conditioning (HVAC) at a production site.

Row 6

(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)

51

(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 1.2)

10000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

110000

(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

Efficiency improvements (thermal destratification) to heating, ventilation and air conditioning (HVAC) at a production site.

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)

79

(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 1.2)

10000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

170000

(7.55.2.7) Payback period

Select from:

☑ 16-20 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:

☑ 16-20 years

(7.55.2.9) Comment

Efficiency improvements (thermal destratification) to heating, ventilation and air conditioning (HVAC) at a production site.

Row 8

(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)

94

(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 1.2)

20000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

110000

(7.55.2.7) Payback period

Select from:
☑ 4-10 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:
☑ 6-10 years

(7.55.2.9) Comment

Efficiency improvements (optimize gas burners) to heating, ventilation and air conditioning (HVAC) at a production site.

Row 9

(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)

21

(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 1.2)

4000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

20000

(7.55.2.7) Payback period

Select from:
☑ 4-10 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:
☑ 6-10 years

(7.55.2.9) Comment

Efficiency improvements to heating, ventilation and air conditioning (HVAC) at a production site.

Row 10

(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)

79

(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 1.2)

210000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

610000

(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

Efficiency improvements to heating, ventilation and air conditioning (HVAC) at a production site.

Row 11

(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)

37

(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 1.2)

40000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

510000

(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

Heat recovery within technical processes at a production site.

Row 12

(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)

37

(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 1.2)

20000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

340000

(7.55.2.7) Payback period

Select from:
☑ 16-20 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:
☑ 16-20 years

(7.55.2.9) Comment

Heat recovery within technical processes at a production site.

Row 13

(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)

169

(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 1.2)

200000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

1190000

(7.55.2.7) Payback period

Select from:
☑ 4-10 years

(7.55.2.8) Estimated lifetime of the initiative

Select from:
☑ 6-10 years

(7.55.2.9) Comment

Heat recovery within technical processes at a production site.

Row 14

(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)

8

(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 1.2)

10000

(7.55.2.6) Investment required (unit currency – as specified in 1.2)

30000

(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

Heat recovery within technical processes at a production site.
[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. In 2030, the BMW Group intends to reduce its carbon emissions levels by at least 40 million tonnes compared to 2019. To achieve this aim, the Group will focus on using renewable energies in production, electrifying the vehicle fleet, and using electricity from renewable sources along with secondary materials to decarbonise the supply chain.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

An important opportunity for employees to get involved is the idea management system, which is a valuable source of improvements for the BMW Group and emphasises the lived culture of collaboration. Employees can suggest improvements also outside the direct scope of their task. Awards are given for ideas which have positive impacts on the efficiency or sustainability of the BMW Group. Numerous ideas were submitted in the reporting year. A noteworthy number of these were successfully implemented and brought significant benefits to the BMW Group. The proposals that were submitted focused on ideas with positive sustainability effects in particular.

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. The BMW Group aims to reduce its CO2e emissions by at least 40 million tonnes CO2e compared to the 2019 base year by 2030 - from 150.1 million tonnes CO2e to 108.6 million tonnes CO2e. The targets are based on scientific, cross-sector methods aligned with the approach of the SBTi. 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 <50g CO2/km WLTP until 2025) and zero-emissions vehicles (BEV and motorcycles with 0g CO2/km) substantially contribute to the environmental objective I "climate change mitigation" and II "Climate change adaptation. Thus, we define these vehicles as "low-carbon products". Electric mobility is among the major topics driving the transformation in the automotive industry. We are systematically continuing to electrify our model range. In 2024, market demand for all-electric vehicles resulted in deliveries rising to 426,536 units (2023: 375,716 units; +13.5%). Overall, the BMW Group delivered more than half a million electrified vehicles (BEV and PHEV) to customers with a total of 593,150 units (2023: 565,875 units; +4.8%). The increase also had a positive effect on the development of fleet carbon emissions. 2025 sees the BMW Group take its core BMW brand into a new era that's fully electric in every respect – with the launch of the Neue Klasse. By the early 2030s our MINI and Rolls-Royce product portfolios will be fully electric only, taking the BMW Group another step closer to its goal of more than 50% BEVs in global sales – achievable if certain conditions are in place at that point, such as a comprehensive charging infrastructure.

(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 2024 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 2024 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

760941

(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 2024 and compare it to EU27 + UK fleet emissions without xEV's. We calculate one main market (about 39 % 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 99.5 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 593,150 units to find about 760,941 t CO2 avoided in 2024.

(7.74.1.13) Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year

17.4
[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

426536

(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. We take a long-term approach to preparing for breakthrough innovations, making targeted investments in our future. In 2024, our investments reached new heights, with research and development expenditure of more than € 9 billion and capital expenditure of over € 11.8 billion. In the coming years, these upfront investments in electrification, digitalisation, our production network, our product portfolio and the NEUE KLASSE will fully pay for themselves – exactly as we planned. 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 has at least one electrified model in each of its segments. Demand for all-electric automobiles across all three brands generated significant growth in sales in 2024, with a total of 426,536 vehicles sold (2023: 375,716 units; +13.5%). The number of electrified vehicles (BEV and PHEV) delivered to customers in the reporting year rose to a total of 593,150 units (2023: 565,875 units; +4.8%). The share of all-electric

automobile deliveries increased in 2024 to 17.4% (2023: 14.7%), while electrified vehicles accounted for a total share of 24.2% (2023: 22.2%). The increasing electrification of the product portfolio 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.
[Add row]

(7.79) Has your organization retired any project-based carbon credits within the reporting year?

Select from:
☑ Yes

(7.79.1) Provide details of the project-based carbon credits retired by your organization in the reporting year.

Row 1

(7.79.1.1) Project type

Select from:
☑ Biochar

(7.79.1.2) Type of mitigation activity

Select from:
☑ Carbon removal

(7.79.1.3) Project description

The BMW Group intends to achieve Net Zero by 2050, which means reducing CO2e emissions across all scopes within the value chain by at least 90% compared to the base year. To achieve this target at this point in time, the BMW Group focuses within the preparation of Net Zero on the decarbonization of its value chain. All emissions that cannot be technically reduced further at the point of Net Zero (maximum 10% of total base year CO2e emissions) must be neutralised from that point onwards using permanent carbon sinks. The BMW Group has been supporting the development of new permanent CO2e sequestration methods since 2024 to drive the development of carbon sinks in preparation for Net Zero, while focusing on CO2 mitigation in the value chain. These efforts have included purchasing certificates from Biochar projects. The BMW Group supports these projects voluntarily, which means their yields are not counted towards the Group's CO2e targets. The BMW Group's BVCM engagement includes Biochar projects from various countries, many in the global south in order to realize SDG co-benefits.

(7.79.1.4) Credits retired by your organization from this project in the reporting year (metric tons CO2e)

25000

(7.79.1.5) Purpose of retirement

Select from:

☑ Voluntary offsetting

(7.79.1.6) Are you able to report the vintage of the credits at retirement?

Select from:

☑ Yes

(7.79.1.7) Vintage of credits at retirement

2024

(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:

☑ Other regulatory carbon crediting program, please specify :Carbon Standards International (World Biochar Certificate – WBC for biochar production, and Global Biochar C-Sink and Global Artisan C-Sink Standards for C-Sink Certification)

(7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

☑ Other, please specify :Programs use proof of biomass additionality (proof of no alternative use), not financial additionality. Atmosfair applies also financial additionality check through investment and other barrier analysis, as well as market penetration assessment.

(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

☑ Activity-shifting

☑ Other, please specify :In addition to the proof of non-leakage for activity shifting there is a 20kg of CO2 emission per t biochar produced as a safety margin for the projects.

(7.79.1.13) Provide details of other issues the selected program requires projects to address

The Global Artisan C-Sink certification applies several criteria to promote economic and social benefits, i.e. support generating additional income for farmers and creating economic incentives for the emerging sector of agricultural climate services, proof of successful training for the use of the new technology is required. Social impact: Involved parties have to be successfully trained and educated to apply the new technology and have to be compensated fairly and transparently for biochar production. Project location: Projects are located in low-or middle-income countries according to the World Bank classification. As part of the validation process, projects need to go through a public consultation, where third-parties can provide feedback.

(7.79.1.14) Please explain

The BMW Group is financing the permanent storage of initial volumes equivalent to 25,000 t of CO2e in cooperation with partners including Atmosfair and Firstclimate. By this means, it is intended to foster the scaling of promising Carbon Dioxide Removal (CDR) technologies at an early stage in order to also prepare for the BMW Group's sub-target of neutralising a maximum 10% of its base year CO2e emissions at the point of Net Zero by 2050 at the latest. The BMW Group supports these projects voluntarily, which means their yields are not counted towards the Group's CO2e targets. The projects are certified by independent institutions in line with international standards (for example CSI/EBC C-Sink) and have to meet a set of strict quality criteria as for instance permanence and additionality of the CO2e storage effects. Currently, corresponding adjustments are not relevant for the biochar projects financed because they are not included in the NDCs [Nationally Determined Contributions]).
[Add row]

C9. Environmental performance - Water security

(9.1) Are there any exclusions from your disclosure of water-related data?

Select from:

☑ No

(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 CONTINUOUSLY (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, test tracks and non-production locations with high consumption, this information is monthly reported and checked against our targets on senior management level. Locations with low consumption are calculated based on a country-specific extrapolation method.

(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 CONTINUOUSLY (sometimes every minute, at least every month) through water counters, bills and chemical analysis (several times a year). For all production sites, test tracks and non-production locations with high consumption, this information is monthly reported and checked against our targets on senior management level. Locations with low consumption, such as our branches, are calculated based on a country-specific extrapolation method.

(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 80% of our water is drinking water, about 20% groundwater. Less than 1% is surface water.

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 CONTINUOUSLY (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 20% 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 CONTINUOUSLY (sometimes every minute, at least every month) in all our production 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 CONTINUOUSLY (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 CONTINUOUSLY (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 CONTINUOUSLY (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 21% 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 CONTINUOUSLY 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)

5814

(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 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: Water withdrawal was lower in 2024 than in 2023. The specified withdrawal volume (5,814) corresponds to the new scope according to CSRD. On a comparable basis/scope, water withdrawals decreased by 9.9%, from 5,049 (in 2023) to 4.547 (in 2024). In the reporting period, specific potable water consumption per vehicle in automobile production was 1.67 m3, lower than in the previous year (2023: 1.78 m3/–6.2%). 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 Group 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)

2919

(9.2.2.2) Comparison with previous reporting year

Select from:

☑ Much lower

(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 decrease. One reason is the lower water withdrawal and a respective lower discharge of water. The specified discharge volume (2,919) corresponds to the new scope according to CSRD. On a comparable basis/scope, discharges decreased by 16.4%, from 2,897 (in 2023) to 2,420 (in 2024). Water treatment expenses did not change significantly. 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 Group 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)

2895

(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: At the BMW Group water is consumed according to the CDP definition predominately by evaporation, mainly in cooling towers. The specified consumption volume (2,895) corresponds to the new scope according to CSRD. On a comparable basis/scope, consumption was about the same, from 2,152 (in 2023) to 2,126 (in 2024). 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 Group 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.
[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)

3079

(9.2.4.3) Comparison with previous reporting year

Select from:

☑ Lower

(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

52.96

(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 13 BMW Group production sites were identified based on 2024 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 sites in water-stressed areas with current potential inherent water risks because these sites are located in regions with water scarcity. CHANGES: The water withdrawal of these sites was lower in 2024 than in 2023. The specified withdrawal volume (3,079) corresponds to the new scope according to CSRD. On a comparable basis/scope, water withdrawals decreased by 9.4%, from 3,071 (in 2023) to 2,783 (in 2024). 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: We aim to identify further potential for improvement particularly at sites located in water-scarce areas or in areas identified as being threatened by water scarcity, and use as little water there as possible. For example, 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. In 2024, the target to cover 40% of the plant's water need was achieved.
[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)

(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 river water due to new installation of surface water usage

(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 and surface water 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 and surface water which is depending on natural conditions. iii) CHANGES: In 2024, rainwater harvesting and usage of surface water was MUCH HIGHER 108% compared with 2023. The reason was the start of an implemented measure to use alternative water sources instead of potable water. Since November 2023, surface water has been used at the Araquari plant. Due to the extended scope required by CSRD, the percentage change relates to the comparison of the 2023 scope for the years 2023 (16) to 2024 (34). 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)

1144

(9.2.7.3) Comparison with previous reporting year

Select from:

☑ Lower

(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 (2024: 20% 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 2024 at sites with withdrawals from renewable groundwater. iii) CHANGES: Renewable groundwater withdrawals was 7.6% lower compared to 2023 DUE TO reduced use of groundwater through water-saving measures in the respective sites. Due to the extended scope required by CSRD, the percentage change relates to the comparison of the 2023 scope for the years 2023 (804) to 2024 (743). iv) FUTURE TREND: In the future, we plan to increase the share of renewable groundwater for our water needs.

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)

4632

(9.2.7.3) Comparison with previous reporting year

Select from:

☑ Much lower

(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 80% of our total water withdrawals in 2024. 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 10.8% lower usage compared to 2023 mainly due to decreased business activities and implementation of water saving measures. Due to the extended scope required by CSRD, the percentage change relates to the comparison of the 2023 scope for the years 2023 (4,229) to 2024 (3,771). Our target is to decrease potable water consumed per vehicle produced by 25% by 2030 (baseline: 2016). 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)

59

(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:

☑ 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 HIGHER by 37.9% compared to 2023. This is due to the larger volumes for which this regenerative discharge method was used. iii) CHANGES: The comparison of the data relates to the scope of the year 2023 (43 megaliters) compared to the same scope in 2024 (59 megaliters), discharge to groundwater was 38% higher. 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)

2959

(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:

☑ 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. It then undergoes final treatment in the sewage operators’ plants. ii) PRIMARY REASON FOR COMPARISON WITH PREVIOUS YEAR: Discharges to third-party destinations were much lower due to lower business activities while investments and measures to increase water efficiency and improve recycling/reuse of water resources were pursued further. iii) CHANGES: The comparison of the data relates to the scope of the year 2023 (2,854 megaliters) compared to the same scope in 2024 (2,361 megaliters), 17% lower. 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)

721

(9.2.9.3) Comparison of treated volume with previous reporting year

Select from:

☑ About the same

(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 stayed about the same, while investments and measures to increase water efficiency and improve recycling/reuse of water resources were continued. iii) CHANGES IN VOLUME FROM LAST YEAR: The amount of tertiary treated wastewater slightly decreased by 2.6% in comparison to the previous reporting year. Due to the extended scope required by CSRD, the comparison of the data relates to the scope of the year 2023 (724 megaliters) compared to the same scope in 2024 (705 megaliters). Important note: 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)

59

(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:

☑ 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 quantities BECAUSE some of our cooling water volumes 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 much higher by 37,9% compared to 2023 due to the higher volumes for which this regenerative discharge method was used. iii) CHANGES IN VOLUME FROM LAST YEAR: The amount of discharge to groundwater was 38% higher in comparison to the previous reporting year. Due to the extended scope required by CSRD, the comparison of the data relates to the scope of the year 2023 (43 megaliters) compared to the same scope in 2024 (59 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 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)

2139

(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:

☑ 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 MUCH LOWER by 22.2% compared to 2023, due to lower 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: The amount of discharge to third party was 22% lower in comparison to the previous reporting year. Due to the extended scope required by CSRD, the comparison of the data relates to the scope of the year 2023 (2,130 megaliters) compared to the same scope in 2024 (1,656 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 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)

0.14

(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. Compared to last year, we have significantly expanded the scope of our water data recording.
[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

13

(9.3.3) % of facilities in direct operations that this represents

Select from:

☑ 26-50

(9.3.4) Please explain

The BMW Group constantly monitors site specific water KPIs for all our relevant global production sites. 31 BMW Group sites were identified based on the 2024 data. For all these 31 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 (2024), 13/31 of our production and relevant non production sites, representing approximately 60% 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. The identified sites include among others: 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 2024: 55,516). 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 2024: 14,568). 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)

206.4

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Lower

(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

206.4

(9.3.1.21) Total water discharges at this facility (megaliters)

99.6

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

☑ Much lower

(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

99.6

(9.3.1.27) Total water consumption at this facility (megaliters)

106.7

(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 Rosslyn (South Africa) 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 (South Africa) 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. Comparison with the previous year on the basis of comparable scopes: Withdrawals 2023: 217.4 2024: 206.4 (comparison with previous year: lower, -5%) Discharges 2023: 112.1 2024: 99.6 (comparison with previous year: much lower, -11%) Consumption 2023: 105.3 2024: 106.8 (comparison with previous year: about the same, +1%) Thresholds applied for comparison with previous reporting year: About the same: <4.9% Lower / Higher: 5.0%<9.9% Much lower / higher: >=10.0% Note: All volumes are sourced and calculated from direct measures.

Row 2

(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)

23

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Much higher

(9.3.1.15) Withdrawals from fresh surface water, including rainwater, water from wetlands, rivers and lakes

18.9

(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

4

(9.3.1.21) Total water discharges at this facility (megaliters)

12.8

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:
☑ Much higher

(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

12.8

(9.3.1.27) Total water consumption at this facility (megaliters)

10.2

(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 (India) relies only on rainwater harvesting and municipal water supply. Discharge: BMW Group's site in Chennai (India) 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. Comparison with the previous year on the basis of comparable scopes: Withdrawals 2023: 11.9 2024: 14.9 (comparison with previous year: much higher, +25%) Discharges 2023: 9.8 2024: 12.8 (comparison with previous year: much higher, +31%) Consumption 2023: 2.1 2024: 2.1 (comparison with previous year: about the same, 0%) Thresholds applied for comparison with previous reporting year: About the same: <4.9% Lower / Higher: 5.0%<9.9% Much lower / higher: >=10.0% Note: All volumes are sourced and calculated from direct measures.

Row 3

(9.3.1.1) Facility reference number

Select from:

☑ Facility 3

(9.3.1.2) Facility name (optional)

Plant Berlin

(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

Germany

☑ Elbe River

(9.3.1.8) Latitude

52.540553

(9.3.1.9) Longitude

13.228328

(9.3.1.10) Located in area with water stress

Select from:

☑ Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

170.4

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Much 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

170.4

(9.3.1.21) Total water discharges at this facility (megaliters)

86.8

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

☑ Much lower

(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

86.8

(9.3.1.27) Total water consumption at this facility (megaliters)

83.6

(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 Berlin (Germany) 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 Berlin (Gernany) 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. Comparison with the previous year on the basis of comparable scopes: Withdrawals 2023: 7.5 2024: 8.8 (comparison with previous year: much higher, +17%) Discharges 2023: 0.2 2024: 0.2 (comparison with previous year: much lower, -14%) Consumption 2023: 7.3 2024: 8.6 (comparison with previous year: much higher, +18%) Thresholds applied for comparison with previous reporting year: About the same: <4.9% Lower / Higher: 5.0%<9.9% Much lower / higher: >=10.0% Note: All volumes are sourced and calculated from direct measures.

Row 4

(9.3.1.1) Facility reference number

Select from:

☑ Facility 4

(9.3.1.2) Facility name (optional)

Plant Dadong

(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

China
☑ Liao He

(9.3.1.8) Latitude

41.845444

(9.3.1.9) Longitude

123.523541

(9.3.1.10) Located in area with water stress

Select from:
☑ Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

473.2

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Much lower

(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

473.2

(9.3.1.21) Total water discharges at this facility (megaliters)

193.3

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:
☑ Much lower

(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

193.3

(9.3.1.27) Total water consumption at this facility (megaliters)

279.9

(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 Dadong (China) 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 Dadong (China) 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. Comparison with the previous year on the basis of comparable scopes: Withdrawals 2023: 558.1 2024: 467.6 (comparison with previous year: much lower, -16%) Discharges 2023: 312.3 2024: 193.3 (comparison with previous year: much lower, -38%) Consumption 2023: 245.8 2024: 274.4 (comparison with previous year: much higher, +12%) Thresholds applied for comparison with previous reporting year: About the same: <4.9% Lower / Higher: 5.0%<9.9% Much lower / higher: >=10.0% Note: All volumes are sourced and calculated from direct measures.

Row 5

(9.3.1.1) Facility reference number

Select from:

☑ Facility 5

(9.3.1.2) Facility name (optional)

Test track Granada

(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

Spain

☑ Guadalquivir

(9.3.1.8) Latitude

37.131667

(9.3.1.9) Longitude

3.582298

(9.3.1.10) Located in area with water stress

Select from:

☑ Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

0.1

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ This is our first year of measurement

(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

0.1

(9.3.1.21) Total water discharges at this facility (megaliters)

0

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

☑ This is our first year of measurement

(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

0

(9.3.1.27) Total water consumption at this facility (megaliters)

0.1

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

☑ This is our first year of measurement

(9.3.1.29) Please explain

Withdrawal: BMW Group's site in Granada (Spain) 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 Granada (Spain) 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. Comparison with the previous year on the basis of comparable scopes: Withdrawals 2023: N/A 2024: 0.1 (comparison with previous year: this is our first year of measurement, 0%) Discharges 2023: N/A 2024: 0.0 (comparison with previous year: this is our first year of measurement, 0%) Consumption 2023: N/A 2024: 0.1 (comparison with previous year: this is our first year of measurement, 0%) Thresholds applied for comparison with previous reporting year: About the same: <4.9% Lower / Higher: 5.0%<9.9% Much lower / higher: >=10.0% Note: All volumes are sourced and calculated from direct measures.

Row 6

(9.3.1.1) Facility reference number

Select from:

☑ Facility 6

(9.3.1.2) Facility name (optional)

Plant Leipzig

(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

Germany
☑ Elbe River

(9.3.1.8) Latitude

51.401746

(9.3.1.9) Longitude

12.451745

(9.3.1.10) Located in area with water stress

Select from:
☑ Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

245

(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

245

(9.3.1.21) Total water discharges at this facility (megaliters)

196.1

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

☑ Much higher

(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

196.1

(9.3.1.27) Total water consumption at this facility (megaliters)

48.9

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

☑ Lower

(9.3.1.29) Please explain

Withdrawal: BMW Group's site in Leipzig (Germany) 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 Leipzig (Germany) 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. Comparison with the previous year on the basis of comparable scopes: Withdrawals 2023: 224.4 2024: 245.0 (comparison with previous year: higher, +9%) Discharges 2023: 170.9 2024: 196.1 (comparison with previous year: much higher, +15%) Consumption 2023: 53.6 2024: 48.9 (comparison with previous year: lower, -9%) Thresholds applied for comparison with previous reporting year: About the same: <4.9% Lower / Higher: 5.0%<9.9% Much lower / higher: >=10.0% Note: All volumes are sourced and calculated from direct measures.

Row 7

(9.3.1.1) Facility reference number

Select from:

☑ Facility 7

(9.3.1.2) Facility name (optional)

Test track Miramas

(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

France

☑ Rhone

(9.3.1.8) Latitude

43.573455

(9.3.1.9) Longitude

4.97148

(9.3.1.10) Located in area with water stress

Select from:

☑ Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

96.9

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ This is our first year of measurement

(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

96.2

(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

0.7

(9.3.1.21) Total water discharges at this facility (megaliters)

0

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

☑ This is our first year of measurement

(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

0

(9.3.1.27) Total water consumption at this facility (megaliters)

96.9

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

☑ This is our first year of measurement

(9.3.1.29) Please explain

Withdrawal: BMW Group's site in Miramas (France) 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 Miramas (France) 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. Comparison with the previous year on the basis of comparable scopes: Withdrawals 2023: N/A 2024: 96.9 (comparison with previous year: this is our first year of measurement, 0%) Discharges 2023: N/A 2024: 0.0 (comparison with previous year: this is our first year of measurement, 0%) Consumption 2023: N/A 2024: 96.9 (comparison with previous year: this is our first year of measurement, 0%) Thresholds applied for comparison with previous reporting year: About the same: <4.9% Lower / Higher: 5.0%<9.9% Much lower / higher: >=10.0% Note: All volumes are sourced and calculated from direct measures.

Row 8

(9.3.1.1) Facility reference number

Select from:

☑ Facility 8

(9.3.1.2) Facility name (optional)

Plant Oxford

(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

United Kingdom of Great Britain and Northern Ireland

☑ Thames

(9.3.1.8) Latitude

51.734754

(9.3.1.9) Longitude

1.195597

(9.3.1.10) Located in area with water stress

Select from:

☑ Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

259.5

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Much lower

(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

259.5

(9.3.1.21) Total water discharges at this facility (megaliters)

112.9

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

☑ Much lower

(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

112.9

(9.3.1.27) Total water consumption at this facility (megaliters)

146.6

(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 Oxford (UK) 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 Oxford (UK) 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. Comparison with the previous year on the basis of comparable scopes: Withdrawals 2023: 301.3 2024: 259.5 (comparison with previous year: much lower, -14%) Discharges 2023: 155.7 2024: 112.9 (comparison with previous year: much lower, -28%) Consumption 2023: 145.6 2024: 146.6 (comparison with previous year: about the same, +1%) Thresholds applied for comparison with previous reporting year: About the same: <4.9% Lower / Higher: 5.0%<9.9% Much lower / higher: >=10.0% Note: All volumes are sourced and calculated from direct measures.

Row 9

(9.3.1.1) Facility reference number

Select from:

☑ Facility 9

(9.3.1.2) Facility name (optional)

Test track Oxnard

(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

United States of America

☑ Other, please specify :Santa Clara River Valley

(9.3.1.8) Latitude

34.145066

(9.3.1.9) Longitude

-119.172031

(9.3.1.10) Located in area with water stress

Select from:

☑ Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

15.1

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ This is our first year of measurement

(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

15.1

(9.3.1.21) Total water discharges at this facility (megaliters)

0

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

☑ This is our first year of measurement

(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

0

(9.3.1.27) Total water consumption at this facility (megaliters)

15.1

(9.3.1.28) Comparison of total consumption with previous reporting year

Select from:

☑ This is our first year of measurement

(9.3.1.29) Please explain

Withdrawal: BMW Group's site in Oxnard (USA) 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 Oxnard (USA) 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. Comparison with the previous year on the basis of comparable scopes: Withdrawals 2023: N/A 2024: 15.1 (comparison with previous year: this is our first year of measurement, 0%) Discharges 2023: N/A 2024: 0.0 (comparison with previous year: this is our first year of measurement, 0%) Consumption 2023: N/A 2024: 15.1 (comparison with previous year: this is our first year of measurement, 0%) Thresholds applied for comparison with previous reporting year: About the same: <4.9% Lower / Higher: 5.0%<9.9% Much lower / higher: >=10.0% Note: All volumes are sourced and calculated from direct measures.

Row 10

(9.3.1.1) Facility reference number

Select from:

☑ Facility 10

(9.3.1.2) Facility name (optional)

Plant Rayong

(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

Thailand

☑ Other, please specify :Thailand South Coast, Delta

(9.3.1.8) Latitude

12.980021

(9.3.1.9) Longitude

101.119507

(9.3.1.10) Located in area with water stress

Select from:

☑ Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

25

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Much 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

25

(9.3.1.21) Total water discharges at this facility (megaliters)

20

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

☑ Much higher

(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

20

(9.3.1.27) Total water consumption at this facility (megaliters)

5

(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 Rayong (Thailand) 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 Rayong (Thailand) 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. Comparison with the previous year on the basis of comparable scopes: Withdrawals 2023: 11.7 2024: 16.2 (comparison with previous year on a comparable basis: much higher, +38%) Discharges 2023: 9.4 2024: 13.0 (comparison with previous year on a comparable basis: much higher, +38%) Consumption 2023: 2.3 2024: 3.2 (comparison with previous year on a comparable basis: much higher, +38%) Thresholds applied for comparison with previous reporting year: About the same: <4.9% Lower / Higher: 5.0%<9.9% Much lower / higher: >=10.0% Note: All volumes are sourced and calculated from direct measures.

Row 11

(9.3.1.1) Facility reference number

Select from:

☑ Facility 11

(9.3.1.2) Facility name (optional)

Plant Spartanburg

(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

United States of America

☑ Santee River

(9.3.1.8) Latitude

34.8941

(9.3.1.9) Longitude

-82.18083

(9.3.1.10) Located in area with water stress

Select from:

☑ Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

1006.8

(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

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

1006.8

(9.3.1.21) Total water discharges at this facility (megaliters)

222

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

☑ Much lower

(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

222

(9.3.1.27) Total water consumption at this facility (megaliters)

784.8

(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 Spartanburg (USA) 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 Spartanburg (USA) 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. Comparison with the previous year on the basis of comparable scopes: Withdrawals 2023: 1,032.4 2024: 1,006.8 (comparison with previous year: about the same, -3%) Discharges 2023: 252.7 2024: 222.0 (comparison with previous year: much lower, -12%) Consumption 2023: 779.7 2024: 784.8 (comparison with previous year: about the same, +1%) Thresholds applied for comparison with previous reporting year: About the same: <4.9% Lower / Higher: 5.0%<9.9% Much lower / higher: >=10.0% Note: All volumes are sourced and calculated from direct measures.

Row 12

(9.3.1.1) Facility reference number

Select from:

☑ Facility 12

(9.3.1.2) Facility name (optional)

Plant Swindon

(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

United Kingdom of Great Britain and Northern Ireland

☑ Other, please specify :Severn River Basin

(9.3.1.8) Latitude

51.576343

(9.3.1.9) Longitude

-1.754991

(9.3.1.10) Located in area with water stress

Select from:

☑ Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

17.9

(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

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

17.9

(9.3.1.21) Total water discharges at this facility (megaliters)

0

(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

0

(9.3.1.27) Total water consumption at this facility (megaliters)

17.9

(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 Swindon (UK) 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 Swindon (UK) 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. Comparison with the previous year on the basis of comparable scopes: Withdrawals 2023: 18.0 2024: 17.9 (comparison with previous year: about the same, -1%) Discharges 2023: 0.0 2024: 0.0 (comparison with previous year: about the same, 0%) Consumption 2023: 18.0 2024: 17.9 (comparison with previous year: about the same, -1%) Thresholds applied for comparison with previous reporting year: About the same: <4.9% Lower / Higher: 5.0%<9.9% Much lower / higher: >=10.0% Note: All volumes are sourced and calculated from direct measures.

Row 13

(9.3.1.1) Facility reference number

Select from:

☑ Facility 13

(9.3.1.2) Facility name (optional)

Plant Tiexi

(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

China

☑ Liao He

(9.3.1.8) Latitude

41.67

(9.3.1.9) Longitude

123.15

(9.3.1.10) Located in area with water stress

Select from:

☑ Yes

(9.3.1.13) Total water withdrawals at this facility (megaliters)

540.1

(9.3.1.14) Comparison of total withdrawals with previous reporting year

Select from:

☑ Much lower

(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

540.1

(9.3.1.21) Total water discharges at this facility (megaliters)

277.3

(9.3.1.22) Comparison of total discharges with previous reporting year

Select from:

☑ Much lower

(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

277.3

(9.3.1.27) Total water consumption at this facility (megaliters)

262.8

(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 Tiexi (China) 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 Tiexi (China) 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. Comparison with the previous year on the basis of comparable scopes: Withdrawals 2023: 688.7 2024: 540.1 (comparison with previous year: much lower, -22%) Discharges 2023: 537.8 2024: 277.3 (comparison with previous year: much lower, -48%) Consumption 2023: 150.9 2024: 262.8 (comparison with previous year: much higher, +74%) Thresholds applied for comparison with previous reporting year: About the same: <4.9% Lower / Higher: 5.0%<9.9% Much lower / higher: >=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 Wirtschaftsprüfungsgesellschaft (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 2024" 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 Wirtschaftsprüfungsgesellschaft (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 2024" 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

Water-related data at BMW Group production sites is subject to third-party verification. This includes mandatory environmental reporting to authorities, compliance with permit requirements and operator responsibilities, and regular audits within the framework of ISO 14001. These audits ensure that environmental processes, including those related to water and waste water, are systematically monitored regarding compliance and improvement. Additionally, at sites in Germany and Austria, verification is enhanced through participation in the EMAS (Eco-Management and Audit Scheme). EMAS involves independent validation of environmental data and performance, reinforcing the credibility and transparency of reported information.

Water discharges – volume by destination

(9.3.2.1) % verified

Select from:

☑ 76-100

(9.3.2.2) Verification standard used

Water-related data at BMW Group production sites is subject to third-party verification. This includes mandatory environmental reporting to authorities, compliance with permit requirements and operator responsibilities, and regular audits within the framework of ISO 14001. These audits ensure that environmental processes, including those related to water and waste water, are systematically monitored regarding compliance and improvement. Additionally, at sites in Germany and Austria, verification is enhanced through participation in the EMAS (Eco-Management and Audit Scheme). EMAS involves independent validation of environmental data and performance, reinforcing the credibility and transparency of reported information.

Water discharges – volume by final treatment level

(9.3.2.1) % verified

Select from:

☑ 76-100

(9.3.2.2) Verification standard used

Water-related data at BMW Group production sites is subject to third-party verification. This includes mandatory environmental reporting to authorities, compliance with permit requirements and operator responsibilities, and regular audits within the framework of ISO 14001. These audits ensure that environmental processes, including those related to water and waste water, are systematically monitored regarding compliance and improvement. Additionally, at sites in Germany and Austria, verification is enhanced through participation in the EMAS (Eco-Management and Audit Scheme). EMAS involves independent validation of environmental data and performance, reinforcing the credibility and transparency of reported information.

Water discharges – quality by standard water quality parameters

(9.3.2.1) % verified

Select from:

☑ 76-100

(9.3.2.2) Verification standard used

Water-related data at BMW Group production sites is subject to third-party verification. This includes mandatory environmental reporting to authorities, compliance with permit requirements and operator responsibilities, and regular audits within the framework of ISO 14001. These audits ensure that environmental processes, including those related to water and waste water, are systematically monitored regarding compliance and improvement. Additionally, at sites in Germany and Austria, verification is enhanced through participation in the EMAS (Eco-Management and Audit Scheme). EMAS involves independent validation of environmental data and performance, reinforcing the credibility and transparency of reported information.

Water consumption – total volume

(9.3.2.1) % verified

Select from:

☑ 76-100

(9.3.2.2) Verification standard used

Water-related data at BMW Group production sites is subject to third-party verification. This includes mandatory environmental reporting to authorities, compliance with permit requirements and operator responsibilities, and regular audits within the framework of ISO 14001. These audits ensure that environmental processes, including those related to water and waste water, are systematically monitored regarding compliance and improvement. Additionally, at sites in Germany and Austria, verification is enhanced through participation in the EMAS (Eco-Management and Audit Scheme). EMAS involves independent validation of environmental data and performance, reinforcing the credibility and transparency of reported information.
[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)

142380000000

(9.5.2) Total water withdrawal efficiency

24489164.09

(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 2024) 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:*	*Rich text input [must be under 1000 characters]*

	Target set in this category	Please explain
	☑ Yes	
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 Group-specific process for wastewater standards

(9.15.2.4) Date target was set

09/01/2017

(9.15.2.5) End date of base year

12/31/2016

(9.15.2.6) Base year figure

100

(9.15.2.7) End date of target year

12/31/2024

(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 Group-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 2024, 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 Group 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

07/01/2021

(9.15.2.5) End date of base year

12/31/2016

(9.15.2.6) Base year figure

2.05

(9.15.2.7) End date of target year

12/31/2030

(9.15.2.8) Target year figure

1.54

(9.15.2.9) Reporting year figure

1.67

(9.15.2.10) Target status in reporting year

Select from:

☑ Underway

(9.15.2.11) % of target achieved relative to base year

75

(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

Efficiency metric calculated from the potable water consumption measured for automobile production (BMW Group plants, excluding partner plants, contract manufacturing and Spotlight Automotive Ltd.) divided by the number of vehicles produced (BMW Group plants and partner plants, excluding contract manufacturing and Spotlight Automotive Ltd.). 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. The BMW Group places great emphasis on reducing water usage, and achieves this by using the latest technologies in its water treatment and painting processes. Water-saving targets are voluntarily set for the BMW Group's own operations on the basis of technological feasibility studies. Annual site-specific targets for relative water consumption in vehicle production are defined and monitored throughout the year to assess progress; this process is particularly relevant for management and other on-site stakeholders, whose opinions and interests are incorporated into the target-setting process. At the end of 2024, we have already achieved 75% 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. Efficiency metric calculated from the potable water consumption measured for automobile production (BMW Group plants, excluding partner plants, contract manufacturing and Spotlight Automotive Ltd.) divided by the number of vehicles produced (BMW Group plants and partner plants, excluding contract manufacturing and Spotlight Automotive Ltd.). 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 Potosí (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

07/01/2020

(9.15.2.5) End date of base year

12/31/2019

(9.15.2.6) Base year figure

0

(9.15.2.7) End date of target year

12/31/2024

(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 2024, about 14,879 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 2024.

(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 rainwater during the monsoon season. In 2020, we set the target to cover 40% of the plant's water need in 2024. 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

07/01/2021

(9.15.2.5) End date of base year

12/31/2020

(9.15.2.6) Base year figure

100

(9.15.2.7) End date of target year

12/31/2024

(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 2024, 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.

Row 5

(9.15.2.1) Target reference number

Select from:

☑ Target 5

(9.15.2.2) Target coverage

Select from:

☑ Organization-wide (direct operations only)

(9.15.2.3) Category of target & Quantitative metric

Water pollution

☑ Substitution of hazardous substances with less harmful substances

(9.15.2.4) Date target was set

09/01/2017

(9.15.2.5) End date of base year

12/31/2016

(9.15.2.6) Base year figure

100

(9.15.2.7) End date of target year

12/31/2024

(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

The BMW Group's water strategy focuses on both water consumption and water quality. Uniform standards for wastewater treatment technology apply across the Group in line with national legislation and applicable limits. In Germany, these include the Ordinance on Installations for the Handling of Substances Hazardous to Water, the Water Resources Act, the Ordinance on the Protection of Surface Waters, and the Groundwater Ordinance as implemented under the Water Framework Directive. Regular inspections are performed to ensure that these requirements are consistently met. The target applies organization-wide (direct operations only) without exclusions. This target was first introduced in 2006 and was later integrated into closely related water efficiency efforts. It is now being reported again to highlight continued efforts to enhance environmental performance in production.

(9.15.2.15) Actions which contributed most to achieving or maintaining this target

To reduce water pollution risks and support regulatory compliance, the BMW Group has implemented a structured program to substitute hazardous substances with safer alternatives across its own operations. All production-related substances are assessed based on regulatory requirements such as REACH and national water laws. Where technically feasible, hazardous materials are replaced by less harmful options, particularly in painting, surface treatment, and cleaning processes. Upgrades to production technologies, such as dry separation in paint shops and closed-loop water treatment systems, have significantly reduced the use of environmentally critical substances and their discharge into wastewater. Ongoing internal reviews and environmental monitoring ensure that all sites meet or exceed applicable legal thresholds while supporting the company's long-term sustainability and water protection goals.

(9.15.2.16) Further details of target

The BMW Group's target aims to reduce the use of hazardous substances in its production processes to minimize environmental impacts and ensure regulatory compliance. The focus is on gradually substituting harmful substances with safer alternatives where technically and economically feasible. This applies mainly to materials used in painting, surface treatment, and cleaning operations at our production sites. Substitution efforts are integrated into process improvements and

regularly reviewed through chemical inventories and internal audits. The target supports compliance with environmental and water regulations and contributes to ongoing efforts to enhance the sustainability of BMW's manufacturing operations.
[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

End-of-life management

☑ Other end-of-life management target, please specify :Optimisation of material selection and dismantling measures regarding the Design for Circularity principles

(10.1.3) Please explain

The circular economy is one of the strategic focus areas for the BMW Group as an automobile manufacturer. Making greater use of secondary material is therefore a pillar of the BMW Group Strategy. The BMW Group is committed to reducing its use of primary materials and fostering the circular economy in order to reduce CO2e emissions as well as the environmental and social impacts associated with the extraction and processing of primary raw materials. At the same time, dependencies on critical primary raw materials will be reduced. In addition, using secondary materials can provide economic advantages and hedge against geopolitical risks and regional restrictions by reducing our reliance on primary materials. BMW Group vehicles are already manufactured with recycled and reused materials. Against the backdrop of volatile raw materials markets and increasing global competition for limited resources, the BMW Group is implementing further measures to increase the proportion of recycled materials that it uses and thereby promote the expansion of the circular economy. These efforts are supported by guidelines for product, material and supplier requirements. The circular economy necessitates holistic thinking – from product development to vehicle recycling. Internal targets for the implementation of a circular economy will be set for future models (from the NEUE KLASSE onwards) at product level. Based on the four strategic core elements, the focus is on circular product development in accordance with Design for Circularity, in which the use of secondary raw materials is implemented as a guiding principle in the development process. At the component level, the Design for Circularity principle is being implemented by the “full Vehicle Development” corporate function in an operational concept so that it can be systematically applied in the development of new models (from the NEUE KLASSE onwards). Within the framework of

selected product, material and supplier requirements, we have therefore decided to give preference to secondary materials in our future vehicles. The BMW Group has standards that define minimum requirements for the secondary material content for materials such as steel, aluminium, plastic and copper. Secondary and primary materials must meet the same high standards of quality, safety and reliability. However, the current availability of suitable secondary materials is limited due to increasing demand and the high quality standards that need to be met for automotive applications. For the BMW Group, circularity involves a comprehensive strategic approach. The circular economy is considered in the development of products, taking into account their recyclability at the end of their use phase (Design for Circularity). This approach follows key principles that promote the use of secondary materials and make vehicles easier to dismantle and recycle. With the "Design for Circularity" strategy, resource conservation is addressed during the vehicle development phase. This ensures that circular economy principles are embedded in the product development process from the outset. Design for Circularity also lays the groundwork for recovering high-quality secondary materials at the end of a vehicle's life. Components are designed and developed to include a defined proportion of secondary raw materials whenever possible. This approach also focuses on selecting recyclable plastic materials during the development process that facilitate a high-quality recycling process at the end of the vehicle's life. Improved dismantling concepts make it faster and more cost-effective to disassemble parts and reintegrate materials into the parts and materials cycle. Together with its national sales companies and importers, the BMW Group has already organised the return of end-of-life vehicles for recycling at more than 2,800 collection points in 32 countries. Research in this area is being stepped up in terms of the technology being used, processing efficiency, and costs in order to drive forward improvements in the recycling of end-of-life vehicles. The Car2Car project focuses on the recycling of aluminium, steel, glass, copper and plastic from end-of-life vehicles. This project began in January 2023 and is expected to run until December 2025. 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 recyclable materials to be extracted to a far greater extent than previously. As part of the funding project, the BMW Group provided 433 end-of-life vehicles in 2023. In order to cover a representative range, various models out of the BMW Group's own inventories are used from different BMW Group brands with combustion engines, plug-in hybrid systems, and all-electric drivetrains.
[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. This is only relevant for few vehicle models. Examples for our inhouse components: Bumpers, Dashboard, Glove Compartment.

Usage of durable plastics goods and/or components (including mixed materials)

(10.2.1) Activity applies

Select from:

☑ Yes

(10.2.2) Comment

Our vehicles include a share of 18.3% plastics on average in 2024. This includes Thermoplastic polymers, Elastomers and Duromers. This refers to the in-house produced and 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)

842000

(10.4.2) Raw material content percentages available to report

Select all that apply

☑ None

(10.4.7) Please explain

*For components for a "NEUE KLASSE" vehicle-project more than half of the CO2e relevant nominations have been agreed with a secondary material proportion for either steel, aluminum, glass, copper and plastic. In light of recent developments, we are in the process of building up the appropriate transparency and metrics. More precise numbers will be available based on the full implementation of the internal IT tools being built up at the moment. Therefore, it is currently not possible to provide the transparency regarding % virgin fossil-based/renewable and pre-/post-consumer recycled content. Estimated Calculation for 2024: Based on an average vehicle weight of BMW Group vehicles of around 2.0 tonnes, the total weight of input materials is around 4.6 million tonnes. Average distribution of plastics in BMW Group vehicles: Thermoplastic polymers [12.7%], Elastomers (e.g. tyres, seals) [3.5%] and Duromers [2.1%], in total 18.3% of input materials, 18.3% * 4,600,000 = 842,000 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.

Usage of plastic

(10.6.1) Total weight of waste generated during the reporting year (Metric tons)

17324

(10.6.2) End-of-life management pathways available to report

Select all that apply

☑ Recycling

☑ Waste to Energy

(10.6.4) % recycling

81.3

(10.6.6) % waste to energy

18.6

(10.6.12) Please explain

In 2024, the BMW Group generated 872,976 t of production waste. Of this, 17,324 t (approximately 2%) was plastic. End-of-life treatment for plastic waste included 81.3% recycled (material recovery), 18.6% thermally recovered for energy, and only 0.1% incinerated without energy recovery. Across all waste types, 91.7% was recycled and 7.7% was thermally recovered. The amount of waste for disposal per vehicle produced dropped significantly by 20.8% year-on-year to 1.68 kg (2023: 2.12 kg). Waste management is part of BMW's holistic circular economy strategy and integrated environmental management system at its production sites. The BMW Group intends to reduce the amount of waste for disposal per vehicle produced by 25% by 2030 compared to the base year 2016, continuously increasing resource efficiency and material recovery.
[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

☑ Education & awareness

☑ Law & policy

☑ 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, we do not use indicators, but plan to within the next two years

[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:

☑ Yes

(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:

☑ Yes

(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:

☑ Yes

(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 its materiality assessment, the BMW Group identifies and evaluates potential impacts, risks and opportunities related to biodiversity. The assessment did not identify any negative impacts related to land degradation, desertification, soil sealing, or endangered species. In terms of the BMW Group's own operations, the assessment found that the BMW Group's environmental management system is effective in ensuring that no material topics were identified in direct connection with the Group's operations. An analysis showed that the BMW Group's own operations do not have a significant negative impact on nearby protected areas. As part of the strategic site selection process, locations in protected areas are avoided.

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) No direct link between BMW Group 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

The BMW Group, in partnership with Pirelli and BirdLife International, has initiated and actively supports the "Living Rubber" project at Hutan Harapan, Indonesia. This initiative is dedicated to advancing the production of sustainable and deforestation-free natural rubber. It focuses on several critical areas, including: • Biodiversity Monitoring: Implementing measures to protect and preserve the diverse ecosystems within rubber-producing regions. • Forest Protection: Enforcing strategies to prevent illegal logging and land conversion, thereby safeguarding vital forest landscapes. • Support of Local Communities: Offering resources and opportunities to improve community livelihoods while fostering environmental stewardship. • Agriculture Training: Providing education and skills development to promote sustainable agricultural practices. • Forest Patrolling: Conducting regular patrols to ensure the integrity and conservation of forest areas. • Biodiversity Conservation: Prioritizing the protection of wildlife and plant species to maintain ecological balance. • Women Empowerment: Encouraging gender equality and empowering women through targeted programs and initiatives. Through these comprehensive efforts, the "Living Rubber" project aims to create a sustainable and equitable model for natural rubber production that benefits the environment and the 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

For BMW Group own operation sites, in accordance with ESRS a spatial analysis and impact assessment has been conducted. No negative impact has been identified. Efforts are actively underway to seamlessly integrate the supply chain with biodiversity transformative initiatives. This integration aims to foster greater sustainability and resilience within the supply chain while supporting broader environmental and social goals.
[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

☑ 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 pages 370-372 of the BMW Group Report 2024, Assurance Report of the Independent German Public Auditor, where it is stated that the group sustainability report had been verified with limited assurance. Disclosures marked with the footnote “Assurance Level: reasonable assurance” in the group sustainability report included in section “Sustainability Report” of the group management report, which is combined with the Company's management report, for the financial year from 1 January to 31 December 2024 (hereinafter the "Group Sustainability Report") had been verified with reasonable assurance.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

250717_CDP Verification Template_BMW Bericht 2024_Ergänzung2_final_ENG.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

☑ 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 pages 370-372 of the BMW Group Report 2024, Assurance Report of the Independent German Public Auditor, where it is stated that the group sustainability report had been verified with limited assurance. Disclosures marked with the footnote “Assurance Level: reasonable assurance” in the group sustainability report included in section “Sustainability Report” of the group management report, which is combined with the Company's management report, for the financial year from 1 January to 31 December 2024 (hereinafter the "Group Sustainability Report") had been verified with reasonable assurance.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

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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

☑ Progress against targets

(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 pages 370-372 of the BMW Group Report 2024, Assurance Report of the Independent German Public Auditor, where it is stated that the group sustainability report had been verified with limited assurance. Disclosures marked with the footnote “Assurance Level: reasonable assurance” in the group sustainability report included in section “Sustainability Report” of the group management report, which is combined with the Company's management report, for the financial year from 1 January to 31 December 2024 (hereinafter the "Group Sustainability Report") had been verified with reasonable assurance.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

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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

Business strategy

☑ Other data point in module 5, please specify :Supplier engagement, especially emissions reduction

(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 pages 370-372 of the BMW Group Report 2024, Assurance Report of the Independent German Public Auditor, where it is stated that the group sustainability report had been verified with limited assurance. Disclosures marked with the footnote “Assurance Level: reasonable assurance” in the group sustainability report included in section “Sustainability Report” of the group management report, which is combined with the Company's management report, for the financial year from 1 January to 31 December 2024 (hereinafter the "Group Sustainability Report") had been verified with reasonable assurance.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

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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

☑ 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 pages 370-372 of the BMW Group Report 2024, Assurance Report of the Independent German Public Auditor, where it is stated that the group sustainability report had been verified with limited assurance. Disclosures marked with the footnote “Assurance Level: reasonable assurance” in the group sustainability report included in section “Sustainability Report” of the group management report, which is combined with the Company's management report, for the financial year from 1 January to 31 December 2024 (hereinafter the "Group Sustainability Report") had been verified with reasonable assurance.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

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Row 6

(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

☑ Water withdrawals– total volumes

(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 pages 370-372 of the BMW Group Report 2024, Assurance Report of the Independent German Public Auditor, where it is stated that the group sustainability report had been verified with limited assurance. Disclosures marked with the footnote “Assurance Level: reasonable assurance” in the group sustainability report included in section “Sustainability Report” of the group management report, which is combined with the Company's management report, for the financial year from 1 January to 31 December 2024 (hereinafter the "Group Sustainability Report") had been verified with reasonable assurance.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

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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

☑ Volume withdrawn from areas with water stress (megaliters)

(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 pages 370-372 of the BMW Group Report 2024, Assurance Report of the Independent German Public Auditor, where it is stated that the group sustainability report had been verified with limited assurance. Disclosures marked with the footnote “Assurance Level: reasonable assurance” in the group sustainability report included in section “Sustainability Report” of the group management report, which is combined with the Company's management report, for the financial year from 1 January to 31 December 2024 (hereinafter the "Group Sustainability Report") had been verified with reasonable assurance.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

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Row 8

(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

☑ Water intensities of products and services

(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 pages 370-372 of the BMW Group Report 2024, Assurance Report of the Independent German Public Auditor, where it is stated that the group sustainability report had been verified with limited assurance. Disclosures marked with the footnote “Assurance Level: reasonable assurance” in the group sustainability report included in section “Sustainability Report” of the group management report, which is combined with the Company's management report, for the financial year from 1 January to 31 December 2024 (hereinafter the "Group Sustainability Report") had been verified with reasonable assurance.

(13.1.1.5) Attach verification/assurance evidence/report (optional)

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[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 regarding Stakeholder The BMW Group promotes the exchange of ideas and information with stakeholders in all of its business activities and maintains an ongoing dialogue with them in individual discussions, at conferences, or in response to specific queries. Material sustainability-related topics such as climate change, biodiversity or the transition to a circular economy, as well as working conditions in their own business area or other employee-related topics, are also discussed. Also we have different exemplary forms of dialogues named as well in our Stakeholder Engagement Policy as in the BMW Group report on page 105ff. Additional information to 1.6: List of ISIN codes – bond: XS3075491152, XS3075490188, XS3075490261, XS2982332400, XS2982332319, XS2887901911, XS2887901598, XS2887901325, XS2823825802, XS2823825711, DE000A3LT423, DE000A3LT431, XS2698773913, XS2698773830, XS2625968776, XS2625968693, XS2625968347, XS2447564332, XS2280845491, XS2280845145, XS2102357105, XS2102357014, US05565ECK91, US05565ECJ29, US05565ECG89, US05565ECH62, US05565ECQ61, US05565ECS28, US05565ECR45, US05565ECP88, USU09513JR12, USU09513JQ39, USU09513JN08, USU09513JL42, USU09513JK68, USU09513JG56, USU09513JF73, USU09513JC43, USU09513HY80, USN1453LAC20, USU09513HW25, USU09513HS13, USU09513HK86, USU09513HC60, USU09513GM51 See also: https://www.bmwgroup.com/en/investor-relations/debt-and-rating.html 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 List of 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. Further, we provide the document “Collaboration with key automotive associations in 2024” on our website. 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)

BMW-Group-Report-2024-en.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