

# BMW GROUP SUSTAINABILITY OVERVIEW - FY 2023

## INTRODUCTION

This document provides an overview on selected information publicly available in the BMW Group Report 2023, Statement on Corporate Governance, Key Aspects of BMW Group Corporate Governance, Stakeholder Engagement Policy, BMW Group Legal Compliance Code, Group Code on Human Rights and Working Conditions as well as the Supplier Sustainability Policy, and does not provide any further information. This document is a simplified illustration. It should only be read together with the BMW Group Report 2023 and the other referenced documents.

The entire BMW Group Report 2023, comprising the Combined Management Report, the Group Financial Statements and the additional Global Reporting Initiative (GRI) information, has been subject 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 external users. Any links and / or disclosures that refer to additional information outside the BMW Group Report and the GRI Content Index are not part of the audit. Detailed explanations of the key figures as well as the identification of the depth of the audit can be found in the respective report chapters. For further information, including but not limited to, reporting concept, frameworks applied, publication and scope, audit and assurance levels, please refer to the section "About this Report", on pages 5 ff. of the BMW Group Report.

## LEGAL FRAMEWORKS, REPORTING STANDARDS AND TRANSPARENCY REQUIREMENTS FOLLOWED

- German Commercial Code (HGB) (among other relevant legislation)
- German Stock Corporation Act (AktG)
- Taxonomy Regulation (Regulation (EU) 2020/852 on the Establishment of a Framework to Facilitate Sustainable Investment)
- Guidelines on Alternative Performance Measures issued by the European Securities and Markets Authority (ESMA)
- German Corporate Governance Code
- Global Reporting Initiative (GRI)
- Sustainability Accounting Standards Board (SASB)
- Task Force on Climate-related Financial Disclosures (TCFD)
- UN Global Compact Progress Report: see references in GRI Content Index

## REFERENCED BMW GROUP DOCUMENTS

- BMW Group Report [\[ LINK \]](#)
- Statement on Corporate Governance [\[ LINK \]](#)
- Key Aspects of BMW Group Corporate Governance [\[ LINK \]](#)
- Stakeholder Engagement Policy [\[ LINK \]](#)
- BMW Group Legal Compliance Code [\[ LINK \]](#)
- Group Code on Human Rights and Working Conditions [\[ LINK \]](#)
- Supplier Sustainability Policy [\[ LINK \]](#)

# STRATEGIC GOALS OF THE BMW GROUP

## HOLISTIC SUSTAINABILITY PERSPECTIVE

With its inspiring and innovative products, the BMW Group is committed to first-class individual mobility and contributes to sustainable development. It aims 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. This enables us to seamlessly merge enjoyment and responsibility, without compromising, and to achieve our growth and profitability objectives.

## BMW GROUP STRATEGIC OBJECTIVES BY 2025



Share of women in management positions

**22%**



## BMW GROUP STRATEGIC OBJECTIVES BY 2030



Share of all-electric cars in deliveries

**> 50%**



Reduction in carbon emissions per vehicle in production

**80%**



Reduction in carbon emissions during a vehicle's use phase

**> 50%**



Reduction in carbon emissions in the supply chain

**>20%**



The BMW Group decarbonisation targets by 2030 (base year 2019) during the use phase, in the upstream supply chain and in production were notified to the Science Based Targets initiative (SBTi) and validated.

# ENVIRONMENTAL INDICATORS (1/4)

**Value Chain Legend**

- Upstream
- Own Operations
- Downstream

**Aggregation**

- Vehicle
- Global
- EU
- DE

Carbon Emissions and related Indicators

Regulatory Metrics

Pollutants

Topic	Sub-topic	Annual Report (page)	2023 Figure	Unit	Value chain	Aggregation
CO2 Footprint (Scope 1,2,3)	Total - absolute number	307	134,699,641	t CO2   CO2e	<span style="color: yellow;">●</span> <span style="color: lightblue;">●</span> <span style="color: purple;">●</span>	
Scope 1	Total - Scope 1	307	713,933	t CO2   CO2e	<span style="color: lightblue;">●</span>	
Scope 1	BMW Group locations	307	595,257	t CO2   CO2e	<span style="color: lightblue;">●</span>	
Scope 1	Company vehicles	307	113,431	t CO2   CO2e	<span style="color: lightblue;">●</span>	
Scope 1	Company owned planes	307	5,245	t CO2   CO2e	<span style="color: lightblue;">●</span>	
Scope 2	Total - Scope 2	307	110,141	t CO2   CO2e	<span style="color: lightblue;">●</span>	
Scope 2	Electricity/heat purchased by BMW locations	307	110,141	t CO2   CO2e	<span style="color: lightblue;">●</span>	
Scope 3	Total - Scope 3	308	133,875,567	t CO2   CO2e	<span style="color: lightblue;">●</span>	
Scope 3	Logistics - Material Supply of the Plants and Distribution	308	2,746,124	t CO2   CO2e	<span style="color: yellow;">●</span> <span style="color: lightblue;">●</span>	
Scope 3	Logistics - Aftersales Logistics	308	183,417	t CO2   CO2e	<span style="color: lightblue;">●</span> <span style="color: purple;">●</span>	
Scope 3	Business trips	308	115,469	t CO2   CO2e	<span style="color: lightblue;">●</span>	
Scope 3	Employees' commuter traffic	308	166,273	t CO2   CO2e	<span style="color: lightblue;">●</span>	
Scope 3	Upstream chain	308	34,267,874	t CO2   CO2e	<span style="color: yellow;">●</span>	
Scope 3	Use phase	308	94,774,779	t CO2   CO2e	<span style="color: purple;">●</span>	
Scope 3	Disposal	308	1,621,631	t CO2   CO2e	<span style="color: purple;">●</span>	
Vehicle	CO2emissions of the EU new vehicle fleet (in g/km)	9	102.1	g CO2 / km	<span style="color: purple;">●</span>	
Vehicle	CO2emissions per vehicle produced (in tonnes)	9	0.28	tons per vehicle produced	<span style="color: lightblue;">●</span>	
Vehicle	Battery electric vehicles (BEV) sold	66	375,716	number of vehicles	<span style="color: lightblue;">●</span> <span style="color: purple;">●</span>	
Vehicle	Plug-in hybrid vehicles (PHEV) sold	66	190,159	number of vehicles	<span style="color: lightblue;">●</span> <span style="color: purple;">●</span>	
Supplier	Supplier with agreed-upon decarb. measures	114	707	# contracts	<span style="color: yellow;">●</span>	
Supplier	CDP coverage of purchasing volume	114	84	%	<span style="color: yellow;">●</span>	
Supplier	Due diligence in the supplier network	113		Qualitative	<span style="color: yellow;">●</span>	
CO2 Fleet Figures	Aggregated CO2 fleet figures worldwide	99	185.4 (Global; SBTi)	g CO2 / km	<span style="color: purple;">●</span>	
WLTP	Aggregated CO2 fleet figures	99	102.1 (EU)	g CO2 / km	<span style="color: purple;">●</span>	
WLTP	Fuel consumption	326		details per model cf. AR l / 100 km (per model)	<span style="color: purple;">●</span>	
WLTP	CO2 emissions	326		details per model cf. AR g / km (per model)	<span style="color: purple;">●</span>	
WLTP	Electricity power consumption	326		details per model cf. AR kWh / 100 km (per model)	<span style="color: purple;">●</span>	
WLTP	Electricity range	326		details per model cf. AR km (per model)	<span style="color: purple;">●</span>	
NEDC - Fuel consumption	Fuel consumption	326		details per model cf. AR l / 100 km (per model)	<span style="color: purple;">●</span>	
NEDC - Fuel consumption	CO2 emissions	326		details per model cf. AR g / km (per model)	<span style="color: purple;">●</span>	
NEDC - Fuel consumption	Electricity power consumption	326		details per model cf. AR kWh / 100 km (per model)	<span style="color: purple;">●</span>	
Emissions	Real Driving Emissions (RDE)	AOS		details per model cf. AR depends on pollutant	<span style="color: purple;">●</span>	
Pollutant emissions	Nitrogen oxides (NOx)	95		Qualitative	<span style="color: purple;">●</span>	
Pollutant emissions	Carbon monoxide (CO)	95		Qualitative	<span style="color: purple;">●</span>	
Pollutant emissions	Particulate matter (PM)	95		Qualitative	<span style="color: purple;">●</span>	
Pollutant emissions	Sulphur oxides (SOx)	95		Qualitative	<span style="color: purple;">●</span>	
Solvent Emissions	Volatile organic compounds (VOC)	108	0.52	kg per vehicle	<span style="color: lightblue;">●</span>	

Glossary: WLTP = Worldwide harmonized Light vehicles Test Procedure; NEDC = New European driving Cycle; SBTi = Science Based Targets initiative  
 Links: Aftersales Online System (AOS) available at <https://aos.bmwgroup.com/web/oss/service/real-driving-emissions>

# ENVIRONMENTAL INDICATORS (2/4)

**Value Chain Legend**

- Upstream
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	Topic	Sub-topic	Annual Report (page)	2023 Figure	Unit	Value chain	Aggregation
Energy	Energy Consumption – Total	Total energy consumption	309	6,380,652	MWh	●	
	Energy Consumption – Segment	Vehicle production	309	4,954,639	MWh	●	
	Energy Consumption – Segment	Motorcycle production	309	105,614	MWh	●	
	Energy Consumption – Segment	Non-manufacturing areas	309	890,617	MWh	●	
	Energy Consumption – Source	Electricity	309	2,711,392	MWh	●	
	Energy Consumption – Source	Community heating	309	354,015	MWh	●	
	Energy Consumption – Source	Community cooling	309	23,516	MWh	●	
	Energy Consumption – Source	Other fossil fuels	309	7,931	MWh	●	
	Energy Consumption – Source	Natural gas	309	3,170,701	MWh	●	
	Energy Consumption – Source	Biogas (landfill gas)	309	107,864	MWh	●	
	Energy Consumption – Source	Other biogenic fuels	309	1,109	MWh	●	
	Energy Consumption – Source	Solar Photovoltaic (PV)	309	4,123	MWh	●	
	Energy Consumption – Specific	Energy consumption per vehicle produced	109	1.97	MWh / vehicles produced	●	
	Material Supply of the Plants (inbound)	Transport volume	310	23,099	million t km	●	
Transport Logistics	Material Supply of the Plants (inbound)	CO2 emmissions associated	310	1,229,301	t CO2e	●	
	Distribution of Vehicles (outbound)	Transport volume	310	31,263	million t km	●	
	Distribution of Vehicles (outbound)	CO2 emmissions associated	310	1,516,823	t CO2e	●	
	Total (inbound & outbound)	Transport volume	310	54,362	million t km	●	
	Total (inbound & outbound)	CO2 emmissions associated	310	2,746,124	t CO2e	●	
	Carriers	Sea	310	76.7	% share in terms of tkm	●	
	Carriers	Road	310	14.2	% share in terms of tkm	●	
	Carriers	Rail	310	7.5	% share in terms of tkm	●	
	Carriers	Air	310	1.6	% share in terms of tkm	●	
	Carriers	Sea	310	41.7	% share in terms of CO2	●	
	Carriers	Road	310	30.9	% share in terms of CO2	●	
	Carriers	Rail	310	5.2	% share in terms of CO2	●	
	Carriers	Air	310	22.2	% share in terms of CO2	●	
	Water	Water Consumption	Potable water consumption per vehicle manufactured	311	1.78	m3 per vehicle	●
Water Consumption		Total consumption in BMW Group plants	311	5,049,144	m3	●	
Water Consumption		of drinking water	311	83.8	%	●	
Water Consumption		of groundwater	311	15.9	%	●	
Water Consumption		of surface water	311	0,1	%	●	
Water Consumption		of rainwater	311	0.2	%	●	
Waste	Waste generated	Total	312	927,880	t	●	
	Waste generated	For recycling and thermal utilisation	312	922,554	t	●	
	Waste generated	For disposal	312	5,326	t	●	
	Waste generated	For disposal per vehicle produced	312	2.12	Kg per vehicle	●	
	Waste – solvents	Solvent emissions per vehicle produced	312	0.52	Kg per vehicle	●	
	Circular Economy	Circular Economy, Resource Efficiency, Renew. Energy	107		Qualitative	●	

# ENVIRONMENTAL INDICATORS (3/4)

**Value Chain Legend**

- Upstream
- Own Operations
- Downstream

**Aggregation**

- Vehicle
- Global
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	Topic	Sub-topic	Annual Report (page)	2023 Figure Unit	Value chain	Aggregation
Electrify	Electrification – vehicle	Share of all-electric vehicles (BEV) in deliveries	66	14.7 %	●	🌐
	Electrification – vehicle	All-electric vehicles (BEV delivered)	66	375,716 #	●	🌐
	Electrification - charging	Charging points available to customers worldwide	102	> 2,000,000 #	●	🌐
	Electrification - charging	IONITY charging points	102	3,300 #	●	🇪🇺
EU Taxonomy	Taxonomy Eligibility	Revenue	87	91.9 %	●	🌐
	Taxonomy Eligibility	CapEx	88	99.8 %	●	🌐
	Taxonomy Eligibility	OpEx	89	100 %	●	🌐
	Taxonomy Alignment	Revenue	87	15.2 %	●	🌐
	Taxonomy Alignment	CapEx	88	26.0 %	●	🌐
	Taxonomy Alignment	OpEx	89	31.1 %	●	🌐
Supply Chain Due Diligence	ESG - Due Diligence	Reviewed potential and active supplier locations using cross-industry assessment programmes (RBA, RSCI)	113	95 #	●	🌐
	ESG - Due Diligence	Contractual agreements with suppliers that specified decarbonisation measures	114	707 #	●	🌐
	ESG - Due Diligence	Reviewed supplier compliance with contractually agreed decarbonization measures in the supply chain	114	72 #	●	🌐
	ESG - Due Diligence	Supplier relationships terminated premature	114	0 #	●	🌐
	ESG - Due Diligence	Indication of potential violations in the supply chain	313	11 #	●	🌐
EUR	Remuneration	Share of ESG targets of total target	257	39 %	●	🌐
	Remuneration	Performance factor share of cross-divisional targets with ESG criteria	226	50 %	●	🌐
Supplier Sustainability Policy	Environmental Protection	Expects all suppliers to comply with national and international environmental standards and regulation and to operate an environmental management system according to ISO 14001 or Eco-Management and Audit Scheme (EMAS).			●	🌐
	CO <sub>2</sub> Reduction	Demands from suppliers to provide transparency regarding emissions data from their own operations as well as from upstream activities (e.g. via LCA, CDP Supply Chain Program or CO2 questionnaire). Expects suppliers to implement effective measures to reduce their direct and indirect CO2 emissions (including their upstream supply chain) in line with Paris Agreement.			●	🌐
	Material Restrictions	Suppliers and sub-suppliers shall comply with all applicable laws and regulation regarding the restriction and registration of chemical substances.			●	🌐
	Biodiversity and Deforestation	Suppliers shall adopt new process and best practice also to address environment, health & safety concerns.			●	🌐
		Supply chain activities - including raw material production and processing – shall protect natural ecosystems and halt conversion, deforestation and forest degradation.			●	🌐

Glossary: LCA = Lifecycle Assessment

▶ [BMW Group Report](#)  
[ LINK ]

▶ [Supplier Sustainability Policy](#)  
[ LINK ]

# ENVIRONMENTAL INDICATORS (4/4)

**Value Chain Legend**

- Upstream
- Own Operations
- Downstream

**Aggregation**

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- DE

Topic	Sub-topic	
Materials	Materials used – vehicles	Steel and iron
	Materials used – vehicles	Non-ferrous metals
	Materials used – vehicles	Thermoplastic resins
	Materials used – vehicles	Elastomers
	Materials used – vehicles	Duromers
	Materials used – vehicles	Textiles
	Materials used – vehicles	M.O.N. (mod. organ. natural mat.)
	Materials used – vehicles	Others (including glass and operating materials)

Annual Report (page)
311
311
311
311
311
311
311
311

2023 Figure	Unit	Value chain	Aggregation
48.4	% per vehicle	<span style="color: yellow;">●</span>	
21.0	% per vehicle	<span style="color: yellow;">●</span>	
12.5	% per vehicle	<span style="color: yellow;">●</span>	
3.6	% per vehicle	<span style="color: yellow;">●</span>	
2.0	% per vehicle	<span style="color: yellow;">●</span>	
1.1	% per vehicle	<span style="color: yellow;">●</span>	
0.3	% per vehicle	<span style="color: yellow;">●</span>	
11.1	% per vehicle	<span style="color: yellow;">●</span>	

## CIRCULAR ECONOMY, RESOURCE EFFICIENCY AND RENEWABLE ENERGY

The significance of the circular economy concept continues to grow against a backdrop of increasingly scarce resources, upward price trends on raw materials markets, geopolitical tensions and the need to meet sustainability targets. For these reasons, the BMW Group is taking further steps to increase the proportion of recycled materials in its products and thus reduce its dependence on primary raw materials. The BMW Group is also continually enhancing its local supply chains in line with the "local for local" principle. At all levels of in-house production, we remain committed to consistently conserving resources, continuously improving energy efficiency and further reducing carbon emissions.

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.

## RAW MATERIALS

For the BMW Group, the responsible procurement of raw materials is the result of a holistic approach that takes economic, ecological and social aspects equally into account. Our commitment to upholding environmental and social standards as well as human rights throughout our raw materials supply chains is set out in, among other places, the BMW Group Supplier Code of Conduct in which we oblige our Tier-1 suppliers to pass on our requirements to their upstream sub-suppliers. There are also raw materials specific statements such as the High Level Commitment for sustainable natural rubber.

Annual risk analyses form the basis for implementing raw materials-related preventive and remedial measures to reduce environmental and human rights risks. Key levers in this respect are to forgo, substitute or reduce the use of primary raw materials that entail a high level of risk. The BMW Group's secondary raw materials strategy is of vital significance in this context. We also focus in particular on collaborating closely with our partners in the supplier network as well as in multistakeholder initiatives and projects. We use scientific findings to gain an even better understanding of the extraction processes of raw materials and take them into account accordingly when analysing the level of risk. Study.



# SOCIAL INDICATORS

**Value Chain Legend**

- Upstream
- Own Operations
- Downstream

**Aggregation**

- Vehicle
- Global
- EU
- DE

	Topic	KPI	Annual Report (page)	2023 Figure Unit	Value chain	Aggregation
Employees	Women in Management	Share at BMW Group level	9	20.8 %	●	🌐
	Employed - BMW Group	Absolute	115,314	154,950 Employees	●	🌐
	Employed – Automotive	Absolute	314	142,441 Employees	●	🌐
	Employed – Motorcycles	Absolute	314	3,996 Employees	●	🌐
	Employed - Financial Services	Absolute	314	8,413 Employees	●	🌐
	Employed – Other	Absolute	314	100 Employees	●	🌐
	Employed - Fixed contract	Absolute	314	14,536 Employees	●	🌐
	Employed - Fixed contract	Share of women (only BMW AG)	314	~24 %	●	🌐
	Employed – Part-time contract	Absolute	314	7,973 Employees	●	🌐
	Employed - Regions	Employees in Germany	315	87,304 Employees	●	🇩🇪
	Employed - Regions	Employees outside Germany	315	67,646 Employees	●	🌐
	Leaving	Total number of employees leaving BMW AG	316	3,107 Employees	●	🌐
	Leaving	Voluntarily left company	316	911 Employees	●	🌐
	Disabilities	Share of employees with severe disabilities	121	6.0 %	●	🌐
Training & Labour	Training and further education	Average hours of training per employee	316	23.7 Hours	●	🌐
	Spending on employee training and development	Absolute	115	469 Million EUR	●	🌐
	Apprentices and participants in young talent programs	Absolute	116	5,007 #	●	🌐
	Labour standards and human rights	Global implementation	142	Qualitative	●	🌐
Health & Safety	Number of work stoppages	Days idle	319	0 days	●	🌐
	Safety- and compliance-related technical actions	Voluntary	95	~1.8 Million vehicles	●	🌐
	Sickness Rate	Share of paid hours absent / contractual hours	118	3.8 %	●	🌐
Etc.	Accident Frequency Rate	Number of workplace accidents resulting in at least 1 lost day per 1 million hours worked	119	2.0 Ratio	●	🌐
	Total expenditure on Corporate Citizenship (e.g. Culture and Sport, Education)	Absolute	122	44.2 Million EUR	●	🌐
Supplier Sustainability Policy	Human Rights and Working Conditions	Suppliers called upon to adhere to UNGC and ILO			●	🌐
	Health and Safety	Expects all suppliers to adhere to ISO 45001 or similar guidelines			●	🌐
	Responsible Sourcing of Raw Materials	Stakeholder dialogue that facilitates use of raw materials from audited sources only, adherence to OECD supply chain guidelines			●	🌐
	Indigenous People	Supplier have to act in compliance with UN Declaration on the Rights of Indigenous Peoples			●	🌐
	Animal Welfare	Expects suppliers to follow principles such as "3R" (reduction, refinement, replacement) regarding animal testing			●	🌐

Glossary: UNGO = UN Global Compact; ILO = ILO Declaration on Fundamental Principles and Rights at Work

▶ **BMW Group Report**  
[\[ LINK \]](#)

▶ **Supplier Sustainability Policy**  
[\[ LINK \]](#)

# GOVERNANCE INDICATORS (1/2)

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Governance, human Rights and Diversity

▶ BMW Group Report  
[\[ LINK \]](#)

▶ Key Aspects of BMW Group Corporate Governance  
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# GOVERNANCE INDICATORS (2/2)

Governance, Combatting Corruption, Product Safety & Data Protection, Human Rights and Diversity

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- ▶ **Statement on Corporate Governance**  
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# DISCLAIMER

This document contains forward-looking statements that reflect BMW Group's current views about future events. The words "anticipate", "assume", "believe", "estimate", "expect", "intend", "may", "can", "could", "plan", "project", "should" and similar expressions are used to identify forward-looking statements.

These statements are subject to many risks and uncertainties or may be affected by factors outside BMW Group's control, including adverse developments in global economic conditions resulting in a decline in demand in BMW Group's key markets, including China, North America and Europe; a deterioration in credit and financial markets; a shift in consumer preferences affecting demand for BMW Group's products; changes in the prices of fuel or raw materials; disruption of production due to shortages of materials, labor strikes or supplier insolvencies; the effective implementation of BMW Group's strategic goals and targets; changes in laws, regulations and government policies, particularly those relating to vehicle emissions, fuel economy and safety; and other risks and uncertainties, including those described under the heading "Report on Risks and Opportunities" in the BMW Group's most recent Annual Report.

If any of these risks and uncertainties materializes or if the assumptions underlying any of BMW Group's forward-looking statements prove to be incorrect, actual results may be materially different from those BMW Group expresses or implies by such statements. BMW Group does not intend or assume any obligation to update these forward-looking statements.

For consumption and emissions data, please visit our homepage: [www.bmw.de](http://www.bmw.de)