# SASB-INDEX

| Topic | Accounting Metric | Category | Unit of Measure | Code | Response Comment |
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| **Activity Metric** | Number of vehicles manufactured | Quantitative | Number | TR-AU-000.A | 2,461,269* (Automobiles)<br>187,500 (Motorcycles)<br>* Production including the joint venture BMW Brilliance Automotive Ltd., Shenyang (2017: 396,749 automobiles, 2018: 491,872 automobiles, 2019: 536,509 automobiles, 2020: 602,935 automobiles, 2021: 700,777 automobiles). |
| | Number of vehicles sold | Quantitative | Number | TR-AU-000.B | 2,521,514* (Automobiles)<br>194,261 (Motorcycles)<br>* Deliveries including joint venture BMW Brilliance Automotive Ltd., Shenyang (2017: 385,705 automobiles, 2018: 455,581 automobiles, 2019: 538,612 automobiles, 2020: 602,247 automobiles, 2021: 651,236 automobiles). |
| **Product Safety** | Percentage of vehicle models rated by NCAP programmes with an overall 5-star safety rating, by region | Quantitative | Percentage (%) | TR-AU-250a.1 | — 100 % – European New Car Assessment Programme (Euro NCAP)<br>— 87 % – China New Car Assessment Programme (C-NCAP)<br>— 60 % – U. S. National Highway Traffic Safety Administration's (NHTSA) New Car Assessment Programme (NCAP)<br>— 66 % – Korean New Car Assessment Programme (KNCAP)<br><br>In its report on NCAP programmes, the BMW Group focuses on markets in the EU (including the UK), China, the USA and South Korea. Further information on new car assessment programmes is provided in the section on ↗ effective safety systems. |
| | Number of safety-related defect complaints, percentage investigated | Quantitative | Number, Percentage (%) | TR-AU-250a.2 | 100 %* of the security-related complaints were reviewed.<br>* The survey period runs from November of the previous year through to November of the reporting year, as to allow for a processing time after the receipt of complaints. |

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| **Product Safety** | Number of vehicles recalled | Quantitative | Number | TR-AU-250a.3 | In reporting year 2021, safety and compliance-related technical recall actions took place for 1,920,977 vehicles. These were voluntary and were carried out in coordination with relevant authorities. The main technical recall actions related to the exhaust gas recirculation cooler and Takata airbags. For further information regarding quality management see ↗ Product safety as part of quality management. |
| **Labour Practices** | Percentage of active workforce covered under collective bargaining agreements | Quantitative | Percentage (%) | TR-AU-310a.1 | Germany*: 100 %<br>UK: 83 %<br>China (Plant): 100 %<br>Austria[2]: 100 %<br>South Africa: 70 %<br>USA: no collective agreements in place<br>Mexico: 100 %<br>Based on the availability of data, the BMW Group focuses on the aforementioned countries for the purposes of reporting on this accounting metric.<br>* Excluding senior management and contractors. |
| | (1) Number of work stoppages and<br>(2) total days idle | Quantitative | Number, Days idle | TR-AU-310a.2 | Strike action is usually taken to reinforce pay rise demands.<br>At BMW AG, strike action was taken in 2021 at the Leipzig plant. In this case, a series of five 24-hour strikes was called by IG Metall as part of its campaign to secure a so-called "equalization allowance" to compensate the difference in contractual weekly working hours between the collective bargaining areas in eastern and western Germany. Due to the fact that the strikes took place during the semiconductor supply crisis, the impact the BMW Group cannot be quantified directly. Following the conclusion of a collective bargaining framework agreement on the harmonisation of working hours, the BMW Group entered into corresponding discussions with the Works Council.<br>At the BMW Group's international plants, strike action resulted in operational disruptions at the Rosslyn site in South Africa. Strikes were held on 13 days, spread over four time-blocks, with the focus primarily on pay rise demands. Lost production was compensated by additional shifts. The number of employees involved in the strike action was not recorded by the BMW Group. |

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| **Fuel Economy & Use-phase Emissions** | Sales-weighted average passenger fleet fuel economy, by region | Quantitative | Mpg, L / km, g$CO_2$ / km, km / L | TR-AU-410a.1 | Global carbon emissions of the new vehicle fleet, including emissions generated by upstream supply chain (normalised based on WLTP):<br>197.9 g $CO_2$ / km[1]<br>EU (WLTP): 115.9 g $CO_2$ / km[2, 3]<br>USA (USC): 140.9 g $CO_2$ / km (volume-weighted fleet carbon emissions, based on passenger cars and light trucks)<br>CN (WLTC): 163.0 g $CO_2$ / km[4]<br><br>The BMW Group focuses on the core markets of Europe, China, and the USA, which account for more than 80 % of BMW Group sales. Further information is provided the sections ↗ Decarbonisation during the use phase meets legal requirements and ↗ Fleet emissions in the USA, China and worldwide.<br><br>[1] The figures are determined using a new calculation method, which was applied retroactively back to the year 2019 (2019 before adjustment: 140 g / km; 2020 before adjustment: 133 g / km). For definition, see ↗ Glossary: Carbon emissions of the new vehicle fleet worldwide, including upstream emissions.<br>[2] This is a preliminary internal calculation with a potential variation of + / – 0.5 g $CO_2$ / km, as official registration figures have not been provided by the authorities of all EU states. Official values published by the EU Commission are not expected to be made available until the following year.<br>[3] Flexibilities defined in the regulatory requirements for 2021: eco-innovations at 1.7 g $CO_2$ / km (WLTP).<br>[4] Average volume-weighted fleet emissions including regulatory credit factors of 8.83 g $CO_2$ / km (off cycle technologies, NEV multiplier, phase-in) according to WLTC (Worldwide Harmonized Test Cycle) under China-specific test road conditions. |
| | Number of (1) zero-emission vehicles (ZEV), (2) hybrid vehicles and (3) plug-in hybrid vehicles sold | Quantitative | Number | TR-AU-410a.2 | (1) Emission free vehicles (BEV): 103,854*<br>(2) The BMW Group portfolio includes BEVs (1) and PHEVs (2). Based on BMW Group definitions, 48V vehicles are not classified as hybrid vehicles see ↗ Electrified vehicles.<br>(3) Plug-in hybrid electric vehicles (PHEV): 224,460*<br><br>* Including the joint venture BMW Brilliance Automotive Ltd., Shenyang |

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| **Fuel Economy & Use-phase Emissions** | Discussion of strategy for managing fleet fuel economy, and emissions risks and opportunities | Discussion and Analysis | n / a | TR-AU-410a.3 | In line with its corporate strategy, the BMW Group is pursuing a clear course of decarbonisation. Against a backdrop of increasing electrification, it is particularly important to consider carbon emissions over the entire life cycle of a vehicle. In this context, the BMW Group has set itself decarbonisation targets by 2030 (base year 2019) during the use phase, in the upstream supply chain and in production. These targets were notified to the SBTi and validated (↗ Decarbonisation targets across the value chain). The BMW Group is also taking measures to mitigate and adapt to climate change. It is therefore imperative to identify climate-related risks and opportunities and to take appropriate account of them in determining the strategic direction to be followed, managing the business and organising a Group-wide risk management system. For further information, see ↗ Climate-related opportunities and risks.<br>The BMW Group also has a set of rigorous measures in place to reduce pollutant emissions generated by its vehicles, such as nitrogen oxides (NOx), carbon monoxide (CO) and particulate matter (PM) (↗ pollutant emissions). |
| **Material Sourcing** | Description of the management of risks associated with the use of critical materials | Discussion and Analysis | n / a | TR-AU-440a.1 | In order to meet the respective due diligence requirements in terms of environmental and social standards, we rely on systematic risk analyses as well as prevention, empowerment and remediation measures. Moreover, the BMW Group enshrines its obligatory sustainability standards in all its supply contracts. Sourcing the raw materials required to produce battery cells, such as lithium and cobalt, is generally a highly challenging task. In order to establish traceability and transparency across the supply chain for both of these raw materials and to minimise the identified risks, the BMW Group sources them directly from the producers and makes them available to its own suppliers in order to produce the current generation of battery cells. Detailed information on the approach taken by the BMW Group is provided in the section ↗ Taking ecological and social responsibility.<br>Close cooperation with our suppliers in a spirit of partnership was one of the factors that enabled us, for example, to cushion the effects of the global semiconductor shortage to a large extent. In order to secure long-term supplies in this area, the BMW Group concluded a direct agreement with semiconductor suppliers for the first time at the end of 2021. The agreement enables the BMW Group to secure the supply of several million semiconductors per year. ↗ Global network and local procurement |

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| **Materials Efficiency & Recycling** | Total amount of waste from manufacturing, percentage recycled | Quantitative | Metric tons (t), percentage (%) | TR-AU-440b.1 | Total amount of waste: 829,498 t.; 93.4 % of this was recycled and 5.8 % thermally utilised. |
| | Weight of end-of-life material recovered, percentage recycled | Quantitative | Metric tons (t), percentage (%) | TR-AU-440b.2 | At the Recycling and Dismantling Centre in Munich, 8,543 vehicles (including motorcycles) were taken back and recycled during the reporting year. This is equivalent to a total vehicle scrap weight of 12,799 t. In relation to the entire vehicle, at least 85 % of materials are recycled and, including thermal utilisation, at least 95 % as stipulated by legal requirements (European End-of-Life Vehicles Directive ELV 2000 / 53 / EC). |
| | Average recyclability of vehicles sold | Quantitative | Percentage (%) by sales-weighted metric tons (t) | TR-AU-440b.3 | All BMW Group vehicles sold since 2008 meet the currently applicable worldwide requirements for the recycling of end-of-life vehicles, components and materials. Vehicles are already currently required to be 95 % recyclable (based on vehicle weight). Together with its national sales organisations, the BMW Group has already introduced take-back systems for end-of-life vehicles in 30 countries and offers eco-friendly vehicle recycling at more than 2,800 take-back points. ↗ From product development to recycling. The BMW Group not only wants to make vehicle more recyclable, it is also looking to reduce the use of primary raw materials in the automotive value chain and increase the proportion of secondary raw materials. ↗ Circularity as a strategic priority. |

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