



POLICY PAPER – BMW GROUP CLIMATE STRATEGY.

AMBITIOUS CO₂ REDUCTION TARGETS.

The BMW Group has set itself clear and ambitious targets for reducing CO₂ 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 CO₂ 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 BMW Group acknowledges the current discussions around a new interim EU target for the reduction of greenhouse gas emissions by 2040. However, the company believes that the impact on the various sector targets and its achievability in all EU member states has not been sufficiently questioned. Crucially, to protect the climate, the necessary framework conditions must be in place for infrastructure, energy costs and availability, and administrative expenses, among other things. The only way to advance effective climate protection on a global scale and beyond the borders of the EU is with a long-term competitive industrial landscape. A focus on targets is not enough.

REDUCING CO₂ BEFORE VEHICLE USE: SUSTAINABLE PRODUCTION AND SUPPLY CHAIN.

Over the coming years, as electromobility increases, a significant share of CO₂ emissions will be generated not so much during vehicle use but by the upstream value chain.

That's why, at the BMW Group, decarbonisation starts with the supply chain and vehicle production. Measures include:

- continuous reductions in energy demand,
- increased use of renewable energies in production, with green electricity as a criterion for awarding contracts to suppliers,
- the use of new, efficiency-enhancing technologies,
- a steady increase in the share of secondary raw materials.

CO₂ REDUCTIONS DURING VEHICLE USE: BEV RAMP-UP AND TECHNOLOGY OPENNESS.

The BMW Group has already handed more than one million all-electric vehicles over to customers (as of April 2024) and now offers fully electric in almost every segment. In 2024, 20 such models from all BMW Group brands are on the market.

The BMW Group pursues an approach of technology openness and continues to develop various drive technologies in parallel. As well as our focus on electric vehicles, the company is working to continuously improve combustion-engine and plug-in hybrid technologies so as to reduce emissions from across the fleet. We are also advancing the development of fuel-cell electric vehicles as well as the use of synthetic fuels. The BMW Group is expecting to launch its first hydrogen-powered BMW production vehicle in 2028.

REDUCING CO₂ AT THE END OF THE VEHICLE'S LIFE: RECYCLING AND CIRCULAR ECONOMY.

The BMW Group aims to increase the recyclability of materials and, with it, the use of secondary materials. It first presented its vision for future vehicles back in 2021, with the [„BMW i Vision Circular“](#).

To support vehicle recycling, the BMW Group has introduced measures for the systematic return of end-of-life vehicles to the raw material cycle. Free take-back is already available in 32 countries so that vehicles can be recycled efficiently. Cars can be returned at more than 2,800 take-back points for environmentally friendly recycling.

Conclusion

The BMW Group Climate Strategy is evidence of the company's comprehensive commitment to reducing CO₂ emissions along the entire value chain. Our ambitious targets for 2030 and 2050, technology openness and strong focus on recycling are important steps towards a sustainable future and crucial for global climate protection and long-term competitiveness.

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