BMW GROUP
QUARTERLY STATEMENT TO 30 SEPTEMBER 2022.

3 NOVEMBER 2022.
BMW GROUP QUARTERLY STATEMENT TO 30 SEPTEMBER 2022.

DR. NICOLAS PETER.
MEMBER OF THE BOARD OF MANAGEMENT OF BMW AG. FINANCE.
BMW Group delivered a solid performance in a challenging macro environment.

Q3 sales on par with previous year, despite ongoing impacts from supply chain and logistics disruptions.

BEV sales growth accelerated to +121.6%.

Ongoing strong pricing partly compensated for inflated input costs.

Auto EBIT margin of 8.9% at upper end of guidance corridor (10.1% excluding BBA consolidation effects).

FCF in Q3 at €2.1 billion bolstered by strong operating result.
GROUP EBT IN Q3 SIGNIFICANTLY ABOVE PREVIOUS YEAR. CONTINUED STRONG OPERATING PERFORMANCE AND BBA FULL CONSOLIDATION.

<table>
<thead>
<tr>
<th></th>
<th>Q3 2022</th>
<th>Q3 2021</th>
<th>CHANGE [%]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deliveries [in units]</td>
<td>587,744</td>
<td>593,177</td>
<td>-0.9</td>
</tr>
<tr>
<td>Revenues [in m€]</td>
<td>37,176</td>
<td>27,471</td>
<td>+35.3</td>
</tr>
<tr>
<td>Profit before tax [EBT, in m€]</td>
<td>4,100</td>
<td>3,417</td>
<td>+20.0</td>
</tr>
</tbody>
</table>
GROUP EBT WITH SIGNIFICANT INCREASE YTD SEPTEMBER. CONTINUED STRONG OPERATING PERFORMANCE AND BBA FULL CONSOLIDATION.

<table>
<thead>
<tr>
<th></th>
<th>Jan-Sep 2022</th>
<th>Jan-Sep 2021</th>
<th>CHANGE [%]</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Deliveries</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>[in units]</td>
<td>1,747,838</td>
<td>1,932,224</td>
<td>-9.5</td>
</tr>
<tr>
<td><strong>Revenues</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group [in m€]</td>
<td>103,088</td>
<td>82,831</td>
<td>+24.5</td>
</tr>
<tr>
<td><strong>Profit before tax</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group [EBT, in m€]</td>
<td>20,256</td>
<td>13,153</td>
<td>+54.0</td>
</tr>
</tbody>
</table>
R&D AND CAPEX WITH FOCUS ON EMISSION-FREE MOBILITY, IMPACTED BY BBA CONSOLIDATION.

<table>
<thead>
<tr>
<th></th>
<th>Jan-Sep 2021</th>
<th>Jan-Sep 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>R&amp;D ratio</strong></td>
<td>5.3</td>
<td>4.7</td>
</tr>
<tr>
<td><strong>Capex ratio</strong></td>
<td>3.2</td>
<td>4.5</td>
</tr>
</tbody>
</table>

Target for 2022: 5-5.5%
Target for 2022: ~5.5%
OVERVIEW AUTOMOTIVE SEGMENT IN Q3. 8.9% EBIT MARGIN (10.1% EXCLUDING BBA CONSOLIDATION EFFECTS).

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Deliveries [in units]</td>
<td>587,744</td>
<td>593,177</td>
<td>-0.9</td>
</tr>
<tr>
<td>Revenues [in m€]</td>
<td>32,290</td>
<td>22,628</td>
<td>+42.7</td>
</tr>
<tr>
<td>Profit before financial result [EBIT; in m€]</td>
<td>2,873</td>
<td>1,756</td>
<td>+63.6</td>
</tr>
<tr>
<td>EBIT margin [in %]</td>
<td>8.9*</td>
<td>7.8</td>
<td>+1.1 pts</td>
</tr>
<tr>
<td>Profit before tax [EBT; in m€]</td>
<td>2,963</td>
<td>2,130</td>
<td>+39.1</td>
</tr>
</tbody>
</table>

*10.1% excluding BBA consolidation effects
OVERVIEW AUTOMOTIVE SEGMENT YTD SEPTEMBER. LOWER SALES VOLUME OVERCOMPENSATED BY STRONG PRICING AND MIX.

<table>
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<tr>
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<th>Jan-Sep 2022</th>
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<th>CHANGE [%]</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Deliveries [in units]</strong></td>
<td>1,747,838</td>
<td>1,932,224</td>
<td>-9.5</td>
</tr>
<tr>
<td><strong>Revenues [in m€]</strong></td>
<td>89,031</td>
<td>70,373</td>
<td>+26.5</td>
</tr>
<tr>
<td><strong>Profit before financial result [EBIT; in m€]</strong></td>
<td>7,703</td>
<td>7,945</td>
<td>-3.0</td>
</tr>
<tr>
<td><strong>EBIT margin [in %]</strong></td>
<td>8.7*</td>
<td>11.3</td>
<td>-2.6 pts</td>
</tr>
<tr>
<td><strong>Profit before tax [EBT; in m€]</strong></td>
<td>15,909</td>
<td>9,656</td>
<td>+64.8</td>
</tr>
</tbody>
</table>

*11.7% excluding BBA consolidation effects
CONSORTIUM EFFECTS FROM BBA FULL CONSOLIDATION ON AUTOMOTIVE EBIT.

**EBIT Automotive Segment (Q3 2022)**

- EBIT: 2,873
- Depreciation of PPA-Assets: ~400
- EBIT excl. consolidation effects: 3,273

8.9% 10.1%

**EBIT Automotive Segment (full year 2022)**

- EBIT: 3,273
- Intercompany profit elimination: ~1,300
- Depreciation of PPA-Assets: ~1,700
- EBIT excl. consolidation effects: ~3,273

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FREE CASH FLOW DEVELOPMENT IN Q3 BOLSTERED BY HIGH OPERATING RESULT.

Free Cash Flow Automotive Segment
(in m€)

2,106

Strong operating result

Tax payments

Target for 2022: at least 10 billion euros
FINANCIAL SERVICES SEGMENT IN Q3 AND YTD SEPTEMBER. FOCUS ON MARGIN AND RISK COVERAGE IN CHALLENGING ENVIRONMENT.

<table>
<thead>
<tr>
<th></th>
<th>Q3 2022</th>
<th>Q3 2021</th>
<th>CHANGE [%]</th>
</tr>
</thead>
<tbody>
<tr>
<td>New contracts with retail customers</td>
<td>362,838</td>
<td>479,850</td>
<td>-24.4</td>
</tr>
<tr>
<td>Profit before tax [EBT, in m€]</td>
<td>691</td>
<td>988</td>
<td>-30.1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Jan-Sep 2022</th>
<th>Jan-Sep 2021</th>
<th>CHANGE [%]</th>
</tr>
</thead>
<tbody>
<tr>
<td>New contracts with retail customers</td>
<td>1,178,286</td>
<td>1,509,195</td>
<td>-21.9</td>
</tr>
<tr>
<td>Profit before tax [EBT, in m€]</td>
<td>2,672</td>
<td>2,924</td>
<td>-8.6</td>
</tr>
</tbody>
</table>
**MOTORCYCLES SEGMENT IN Q3. 10.6% EBIT MARGIN.**

<table>
<thead>
<tr>
<th></th>
<th>Q3 2022</th>
<th>Q3 2021</th>
<th>CHANGE [%]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deliveries [in units]</td>
<td>51,778</td>
<td>48,999</td>
<td>+5.7</td>
</tr>
<tr>
<td>Revenues [in m€]</td>
<td>822</td>
<td>641</td>
<td>+28.2</td>
</tr>
<tr>
<td>Profit before financial result [EBIT; in m€]</td>
<td>87</td>
<td>39</td>
<td>-</td>
</tr>
<tr>
<td>EBIT margin [in %]</td>
<td>10.6</td>
<td>6.1</td>
<td>+4.5 pts</td>
</tr>
<tr>
<td>Profit before tax [EBT; in m€]</td>
<td>89</td>
<td>40</td>
<td>-</td>
</tr>
</tbody>
</table>
OUTLOOK 2022. BEV RAMP-UP LEADS TO HIGHER REDUCTION TARGET FOR CO2 EMISSIONS IN EU NEW VEHICLE FLEET.

<table>
<thead>
<tr>
<th></th>
<th>2021 reported</th>
<th>2021 adjusted</th>
<th>2022 Outlook originally reported</th>
<th>2022 Outlook updated</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GROUP</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Profit before tax</td>
<td>m€</td>
<td>16,060</td>
<td>-</td>
<td>Significant increase</td>
</tr>
<tr>
<td>Workforce at year-end</td>
<td></td>
<td>118,999</td>
<td>-</td>
<td>Significant increase</td>
</tr>
<tr>
<td>Share of women in management positions in the BMW Group</td>
<td>%</td>
<td>18.8</td>
<td>-</td>
<td>Slight increase</td>
</tr>
<tr>
<td><strong>AUTOMOTIVE SEGMENT</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deliveries¹</td>
<td>units</td>
<td>2,521,514</td>
<td>-</td>
<td>In line with last year's level</td>
</tr>
<tr>
<td>Share of electrified vehicles in deliveries</td>
<td>%</td>
<td>13.0</td>
<td>-</td>
<td>Significant increase</td>
</tr>
<tr>
<td>CO₂ emissions EU new vehicle fleet²</td>
<td>g/km</td>
<td>115.9</td>
<td>-</td>
<td>Slight decrease</td>
</tr>
<tr>
<td>CO₂ emissions per vehicle produced³</td>
<td>tons</td>
<td>0.33</td>
<td>-</td>
<td>Slight decrease</td>
</tr>
<tr>
<td>EBIT margin</td>
<td>%</td>
<td>10.3</td>
<td>-</td>
<td>Between 7 and 9</td>
</tr>
<tr>
<td>Return on capital employed (RoCE)⁴</td>
<td>%</td>
<td>59.9</td>
<td>24.0</td>
<td>Between 14 and 19</td>
</tr>
<tr>
<td><strong>MOTORCYCLES SEGMENT</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deliveries</td>
<td>units</td>
<td>194,261</td>
<td>-</td>
<td>Slight increase</td>
</tr>
<tr>
<td>EBIT margin</td>
<td>%</td>
<td>8.3</td>
<td>-</td>
<td>Between 8 and 10</td>
</tr>
<tr>
<td>Return on capital employed (RoCE)⁴</td>
<td>%</td>
<td>35.9</td>
<td>21.9</td>
<td>Between 19 and 24</td>
</tr>
<tr>
<td><strong>FINANCIAL SERVICES SEGMENT</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Return on equity (RoE)</td>
<td>%</td>
<td>22.6</td>
<td>-</td>
<td>Between 14 and 17</td>
</tr>
</tbody>
</table>

¹ Deliveries including the BMW Brilliance Automotive Ltd., Shenyang, joint venture (2021: 651,236 units). ² 2 EU-27 countries including Norway and Iceland; with effect from 2021, values are calculated on a converted basis in line with WLTP (Worldwide Harmonised Light Vehicles Test Procedure). ³ Efficiency ratio calculated on the basis of Scope 1 and Scope 2 carbon emissions (i.e. a market-based method according to GHG Protocol Scope 2 guidance), but excluding climate-changing gases other than carbon dioxide from vehicle production (BMW Group manufacturing sites incl. the BMW Brilliance Automotive Ltd., joint venture and motorcycles, but excluding partner plants and contract manufacturers), as well as BMW Group non-manufacturing sites (e.g. research centres, sales centres, offices) divided by the number of vehicles produced (BMW Group manufacturing sites incl. the BMW Brilliance Automotive Ltd., joint venture and partner plants, but excluding contract manufacturers). ⁴ New calculation methodology from 2022.
BMW GROUP ON TRACK TO MEET 2022 FINANCIAL TARGETS DESPITE NUMEROUS CHALLENGES IN BUSINESS ENVIRONMENT.

Significant sales growth expected for Q4.

Strong customer demand for our fresh BEV models.

Continued strong transaction pricing, attractive products and regional balance between Europe, Americas and China ensure resilience.

All segments on track to meet full-year guidance.

Ramp-up of BEVs leads to higher reduction target for CO2 emissions in EU new vehicle fleet in FY 2022.

Focus remains on shaping transformation and achieving long-term strategic objectives.