

1. First reduce, then offset

The BMW Group has supported the Paris Climate Agreement since it came into existence. We also support the European Green Deal. By implementing efficiency measures, we were already able to reduce CO2 emissions within our own production network (Scope 1 + 2) per vehicle produced by 70% between 2006 and 2019. As part of our CO2 strategy, we have also set ourselves the goal of avoiding a further 80% of the remaining CO2 emissions per vehicle in our global production network between 2019 and 2030 (SBTI-validated). Thanks to the measures we have already taken, our own production emissions per vehicle are now outperforming the 1.5°C impact pathway. Our aim is to reduce emissions further through substantive measures – and offset unavoidable emissions through the use of appropriate certificates from 2021 (to become net carbon neutral). Further information can be found [here](#).

2. High quality standards

The BMW Group has high expectations for the quality and effectiveness of CO2 certificates. One of the mechanisms we rely on is the Gold Standard, currently still in combination with the soon-to-expire CDM developed by the United Nations (Clean Development Mechanism, part of the UNFCCC). One of the advantages of the CDM is that, during the upcoming international regulatory transition (from the Kyoto Protocol to the Paris Climate Agreement), projects have a lower risk of being counted twice, compared to projects that are only registered under standards in the voluntary market. The German government and the governments of the host nations are already aware of these projects, which are recognised by both sides as additional and effective mechanisms for individual approvals and therefore clearly fall under the obligation of the signatories to the Paris Agreement to avoid counting emission reductions from these projects twice by mutual agreement. However, to identify impactful projects, we would like to go beyond the high level of external certification – for instance, by validating projects' additionality and permanence. We are looking for partners who, ideally, can measure the projects' impact directly on site and present this to us in an annual impact report. This is not just about ensuring the right amount of CO2 reductions, but also about tracking so-called SDG co-benefits. (SDGs = UN Sustainable Development Goals). CO2 emissions from the supply chain and the use phase are not currently offset by the BMW Group; we are focusing instead on achieving reductions through appropriate measures and have therefore committed to validated SBTi targets for both scopes (see also Companies taking action – Science Based Targets). Further information can be found [here](#).

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