

SASB INDEX

Topic	Accounting metric	Category	Unit	Code	Notes
Activity metric	Number of vehicles manufactured	Quantitative	Number	TR-AU-000.A	↗ Production network
	Number of vehicles sold	Quantitative	Number	TR-AU-000.B	↗ Key performance indicators
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	<ul style="list-style-type: none"> — 88% – European New Car Assessment Programme (Euro NCAP) — 100% – China New Car Assessment Programme (C-NCAP) — 40% – U.S. National Highway Traffic Safety Administration's (NHTSA) New Car Assessment Programme (NCAP) — 67% – Korean New Car Assessment Programme (KNCAP) In its reporting on NCAP programmes, the BMW Group focuses on markets in the EU (including the UK), China, the USA and South Korea. More information about NCAP can be found in the chapter ↗ Product Quality and Safety .
	Number of safety-related defect complaints, percentage investigated	Quantitative	Number, Percentage (%)	TR-AU-250a.2	100%* of safety-relevant complaints were reviewed. <small>* 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.</small>
Product safety	Number of vehicles recalled	Quantitative	Number	TR-AU-250a.3	↗ Quality management in the BMW Group
Labour practices	Share of employees represented by a trade union or falling under collective agreements	Quantitative	Percentage (%)	TR-AU-310a.1	↗ Further GRI Information

Topic	Accounting Metric	Category	Unit	Code	Notes
Labour practices	(1) Number of work stoppages and (2) total days idle	Quantitative	Number, days idle	TR-AU-310a.2	(1) The BMW Group provides the number of work stoppages (strikes and lockouts) affecting more than 1,000 employees and that lasted one full shift or longer. The number of work stoppages for 2023 was zero. (2) The BMW Group provides the total number of days idle resulting from work stoppages as per the definition in (1). The total number of days idle can be calculated from the total number of employees involved with each work stoppage and the number of days the work stoppage lasted. The number of days idle for 2023 was zero. Strike action is usually taken to reinforce pay rise demands.
Fuel economy and use-phase emissions	Sales-weighted average passenger fleet fuel economy, by region	Quantitative	Mpg, L / km, gCO ₂ / km, km / L	TR-AU-410a.1	↗ As in previous years, statutory carbon emissions limits during the use phase are met again
	Number of (1) zero-emission vehicles (ZEV), (2) hybrid vehicles and (3) plug-in hybrid vehicles sold	Quantitative	Number	TR-AU-410a.2	(1) Emissions-free vehicles (BEV): 375,716 (2) The BMW Group portfolio includes BEVs (1) and PHEVs (2). Under the BMW Group definition, see Glossary ↗ Electrified Vehicles , 48 V vehicles are not counted as hybrid vehicles. (3) Plug-in hybrid electric vehicles (PHEV): 190,159
Fuel economy and 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 usephase, in the upstream supply chain and in production. These have been registered with the SBTi and validated (↗ Reducing carbon emissions across the entire 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 Risks and Opportunities . The BMW Group is also working consistently to reduce vehicle pollutants such as nitrogen oxides (NOx), carbon monoxide (CO) and particulate matter (PM) (↗ Pollutants).

Topic	Accounting Metric	Category	Unit	Code	Notes
Raw material sourcing	Description of the management of risks associated with the use of critical materials	Discussion and analysis	n / a	TR-AU-440a.1	<p>➤ Raw materials security and strategy</p> <p>More information about this can be found ➤ online.</p>
Materials efficiency and recycling	Total amount of waste from manufacturing, percentage recycled	Quantitative	Metric tons (t), Percentage (%)	TR-AU-440b.1	<p>➤ Waste</p> <p>➤ Further GRI Information</p> <p>91.4% of the total amount of waste (927,880 t) was recycled and 8.1% was thermally utilised.</p>
	Weight of end-of-life material recovered, percentage recycled	Quantitative	Metric tons (t), Percentage (%)	TR-AU-440b.2	<p>At the Recycling and Dismantling Centre in Munich, 4,386 vehicles (including motorcycles) were taken back and recycled during the reporting year. This corresponds to a total scrapping weight for vehicles (including motorcycles) of 6,105 t. In relation to the entire vehicle (excluding motorcycles), 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).</p>
	Average recyclability of vehicles sold	Quantitative	Percentage (%) by sales-weighted metric tons (t)	TR-AU-440b.3	<p>➤ Closing material loops</p> <p>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 (except for motorcycles) are already currently required to be 85% recyclable or 95% recyclable including thermal utilisation (based on vehicle weight).</p>