



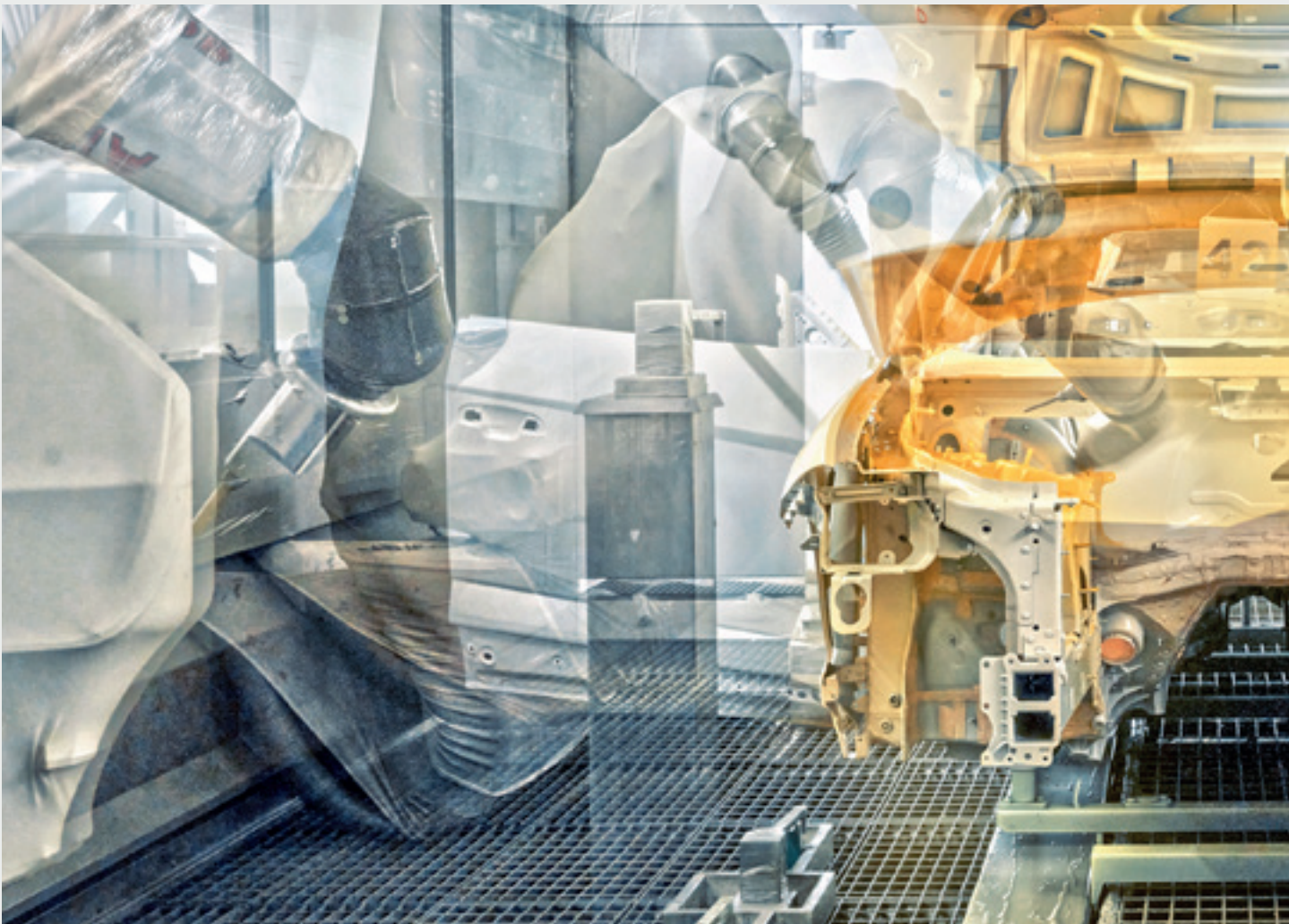
2022 / Automobili Lamborghini Environmental Statement

Automobili Lamborghini S.p.A. Environmental Statement

Pursuant to EC Regulation no. 1221/2009
and compliant with Commission Regulation (EU)
2018/2026
Sant'Agata Bolognese (BO), Italy
Information current as at 12/31/2022
Second update to the fifth edition

This Environmental Statement reports data and information on the Automobili Lamborghini plant Environmental Management System, as per the EMAS (Eco-Management and Audit Scheme) regulation. This is one of the tools specifically adopted by the Council of the European Union with the key aim of underscoring the role and responsibilities of companies regarding environmental protection. This Environmental Statement also offers an overview of the environmental projects set up by the Company, including the use of renewable energy, CO₂ emissions reduction and biodiversity protection.

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Company name: Automobili Lamborghini S.p.A.

Registered office: Via Modena 12
Sant'Agata Bolognese, 40019 Bologna, Italy

Address of production sites: Via Modena 12
- Via Lamborghini 30, Sant'Agata Bolognese,
40019 Bologna, Italy

Tel.: +39 051 6817611

Fax: +39 051 6817644

Website: www.lamborghini.com

NACE code: 29.10 - Manufacture of motor vehicles

The field of application of the relevant regulations for the Environmental and Energy Management Systems is: the design, development and production of luxury sports cars, with the manufacture of carbon fiber parts and body shells, assembly, finishing, painting and after sales support all carried out at the sites at Via Modena, 12 and Via F. Lamborghini, 30 - Sant'Agata Bolognese (BO), Italy.

Total workforce at 12/31/2022: 2,022

Total impermeable surface area: 172,000 m²

Total surface area of on-site green spaces:
25,860 m²

Total surface area of off-site green spaces:
70,000 m² (Lamborghini Park)

Chairman & CEO: Stephan Winkelmann

Environmental Manager: Massimo Scarpenti

Email: massimo.scarpenti@lamborghini.com

Tel.: +39 051 215 7774

Requests for information on environmental matters may be addressed to the plant's Environmental Manager, Massimo Scarpenti, using the contact details above.

Environmental Management Audit IT-001144

This Environmental Statement was validated by Accredited Environmental Auditor DNV Business Assurance Italy SRL, ACCREDITATION NO. 009PREV. 07 N. IT-V-0003

**English translation of the document validated in Italian
CSD 11.1**



Boiler plate

Founded in 1963, Automobili Lamborghini is headquartered in Sant'Agata Bolognese, a town near Bologna, Italy, where it manufactures some of the most sought-after super sports cars in the world.

180

DEALERSHIPS

IN 53 COUNTRIES

2000

EMPLOYEES

Goal:

AN EVER MORE
SUSTAINABLE FUTURE
WITH ELECTRIFICATION
OF THE ENTIRE RANGE

The Huracán range, successor to the iconic Gallardo, debuted in 2014 with the Coupé model, followed by the Spyder, the rear-wheel drive models, the Performante in 2017 -which set record times on various international circuits- and the Performante Spyder in 2018. In 2019, the new Huracán EVO was introduced with the Coupé and Spyder versions, equipped with a next-generation V10 engine, sophisticated aerodynamic solutions and advanced driving-dynamics control systems. The start of 2020 saw the launch of the rear-wheel drive Huracán EVO RWD, which puts the driver at the center of an instinctive and exhilarating experience. In May 2020, the new Huracán EVO RWD Spyder was unveiled, the first virtual launch using augmented reality. November 2020 saw the virtual launch of the Huracán STO (Super Trofeo Omologata), a super sports car approved for road use and inspired by the sporting tradition of the Huracán Super Trofeo EVO and Huracán GT3 EVO racing cars. The launch of the Huracán Tecnica in 2022 consolidated Lamborghini's experience in the fields of design and engineering, culminating in November with the presentation of the Huracán Sterrato, the first "all terrain" super sports car, designed to offer the ultimate driving pleasure, even off-road.

The V12 story continued with the Lamborghini Aventador LP 700-4, successor to the legendary Murciélago, presented at the Geneva International Motor Show in 2011. After its debut in December 2012, the release of the Roadster version was announced, and then in 2015, the Aventador LP 750-4 Superveloce was introduced to the market, with a power increase of 50 hp and a weight reduction of 50 kg, giving an exceptional weight to power ratio of 2:1. With more than 5,000 Aventadors delivered up to March 2016, in December of the same year, the next generation Aventador S was announced, where the "S" indicates the improvements made, including its 740 hp and torque increased to 690 Nm at 5500 rpm. The Aventador S Roadster was later presented at the Frankfurt International Motor Show in the fall of 2017. The Aventador SVJ, on the other hand, was unveiled in



August 2018, holding the record for the fastest production vehicle on the famous Nürburgring-Nordschleife track in Germany, covering the 20.6 km lap in just 6:44.97 minutes. In 2019, the Aventador SVJ Roadster was introduced to the market. In July 2021, Automobili Lamborghini launched the Aventador LP 780-4 Ultimae, a model that pays homage to the iconic V12 combustion engine and that captures the purest essence of all the Aventador models. The Aventador LP 780-4 Ultimae takes the performance of the SVJ and the refinement of the Aventador S, bringing design and dynamism together in the Coupé and Roadster versions to create a collector's vehicle.

The Urus - the first Super SUV with V8 engine - was presented in 2017. It created a new segment for luxury cars and set a new benchmark for power, performance, driving dynamics, design, luxury and everyday usability. **The Urus played a decisive role in the doubling of production volumes and dimensions of the production site at Sant'Agata Bolognese, smashing every record and exceeding the 20,000 cars produced in 2022.** And it was in the same year that Automobili Lamborghini introduced the brand new Urus Performante to the market, elevating its sports performance, focusing on a design that maximizes its incredible capabilities on the road, track and loose surfaces. In September 2022, a second version, the Urus S, was introduced to the market, the latest successor to the original Urus. The Urus S offers the same power as the Performante combined with versatility and stylish

design, consolidating the concept of the Super SUV in the luxury car segment.

With **180 dealerships in 53 countries**, today Lamborghini is a global company with an evenly distributed presence across the three macro-regions of America, Europe/Middle East/Africa and Asia Pacific. With the support of its **2000 employees**, Lamborghini today is focused on **an ever more sustainable future**, heading toward a period of great transformation in light of the **electrification of the entire range**, while never compromising on the values and DNA of the brand.

Since it was founded over half a century ago, Automobili Lamborghini has created a series of dream cars, including the 350 GT, Miura, Espada, Countach, Diablo and Murciélago, as well as limited editions such as the Reventón, Sesto Elemento, Veneno and Centenario. The Sián FKP 37 was unveiled in 2019, of which only 63 Coupé units and 19 Roadsters were produced. It was the first time the Company had used hybrid technologies, as well as the world's first use of a supercapacitor in a hybrid solution and the unique application of materials science. In 2021, for the 50th anniversary of the Countach, Lamborghini created a limited and futuristic edition of the vehicle: the Countach LPI 800-4, a non-conformist icon with revolutionary design and technology.



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Introduction by Stephan Winkelmann

Chairman & Chief Executive Officer
of Automobili Lamborghini S.p.A.

The road toward
sustainability
continues for
Automobili Lamborghini.



COP27 gave a clear message: action must come not only from governments but also from businesses.

The year just passed was full of discussions and dialog on environmental and climate-related issues, topics that have long since become central to the agendas of countries around the world. Once again in 2022, the most important event related to global sustainability was organized: the United Nations Framework Convention on Climate Change (UNFCCC) which, since 1995, has been the most significant official occasion to address these issues in a practical and proactive way. COP27 was held in November 2022 in Sharm El Sheikh in Egypt and, according to experts in the field, it was less groundbreaking in terms of tangible actions than the previous meeting in Glasgow. The establishment of a fund to compensate those countries most affected by climate change was one of its major successes. The term used is *Loss and Damage* and the fund guarantees the greatest resources to less developed countries to allow them to invest in local sustainability projects. The tangible solution for the safeguarding of our planet, the goal of maintaining the increase in temperatures to around 1.5 °C, on the other hand, remains relevant and unchanged.

But even if no major developments emerged from COP27, the evidence shows that not only governments but also private businesses must contribute to resolving environmental issues. And that is what we are doing at Automobili Lamborghini, taking the issue seriously and taking practical and verifiable actions. 2022 coincided with the end of the first part of the “Direzione Cor Tauri” program: a project involving the hybridization of the entire range by 2024 and the development of a fourth model, fully electric, by 2028. In 2023, this program will enter into its second stage with the launch of the first plug-in hybrid V12 in the history of the Company, a real turning point necessary both for ethical reasons and because 2035, as defined by European regulations, is set as the year for the complete phasing out of the production of cars with internal combustion engines.

By 2025, it is planned to reduce CO₂ emissions by a minimum of 50% across our product range. Achieving this has required investments and the development of green programs that started in 2009, enabling us to obtain CO₂ neutral certification back in 2015 for our entire plant, continuing to pursue our strategy of “avoid, reduce, offset” and gradually reducing emissions volumes through new projects.

While it is important to act, it is essential to also disclose and communicate our plans to the outside world. That is why we once again organized our Sustainability Days in 2022; these events are dedicated to the international press, where the Company opens its doors to journalists from around the world to talk about the practical projects being implemented. These events are always a great success and allow us to show how, with perseverance, it is possible to achieve significant milestones.

For the second year running, Automobili Lamborghini also obtained the “Green Star Award 2022”, ranked among the most sustainable companies in Italy. This award fills us with pride because it is proper recognition of our holistic approach to and vision of sustainability issues, involving the product, facility, logistics and supply chain.

This is an unavoidable path for companies, driven by policy makers and the context we are now living in, but also by an ethical vision of the world we live in. As an ancient Native American saying puts it, “we do not inherit the Earth from our ancestors, we borrow it from our children”.



The 2030 strategy

A company in continual expansion, always ready to respond to new challenges.



ESG

SUSTAINABILITY PROJECT TEAM

IN PLACE SINCE JUNE 2021, IT INVOLVES ALL AREAS OF THE BUSINESS AND IS GUIDED BY THE STRATEGY DEPARTMENT

Climate change

ONGOING COMMITMENT

TO THE NEUTRALIZATION OF THE IMPACTS OF THE PRODUCTION SITE AND PROCESSES

Automobili Lamborghini is a company in continual expansion, always ready to respond to the new challenges it is faced with. The 2030 Strategy, drawn up in 2021, allows the Company to tackle the momentous changes of the coming years in order to pursue the implementation of its vision, responding to two main requirements: to define who it wants to be over the coming years and to decide how to interpret the new trends that will increasingly characterize the car industry of the future.

Some trends originate outside the car industry, cutting across and impacting all manufacturing sectors, such as digitalization, sustainability and urbanization. Specifically, sustainability is increasingly significant in terms of its impact on the world and on what we will leave for future generations.



Automobili Lamborghini S.p.A. aims to pursue a sustainable business with an ever-growing sense of responsibility and commitment in all areas: social, environmental and more internal aspects of the Company's structure and governance. In June 2021, therefore, a Sustainability Project Team was set up, represented by all corporate areas and guided by the Strategy department, which brings together initiatives relating to Environmental, Social and Governance (ESG) issues. The Project Team not only works on existing initiatives but also introduces or identifies new ideas and innovations, with the aim of building the basis for a new, more sustainable business model able to take on new challenges at all levels.

On environmental matters, the Company has long been committed both to **reducing the emissions of its fleets** and to **containing and offsetting CO₂ emissions** as part of its ongoing challenge to **neutralize the impact of its manufacturing site** and of its initiatives in parallel with the

Company's continuous growth. **Indeed, in 2023 the Company is aiming to obtain ISO 14064-1:2018 certification**, involving an inventory of the Company's emissions, in order to define increasingly important reduction measures involving not just the Company, but the entire value chain.

Decarbonization is just one of the main ESG initiatives put in place in order to offer a wide vision and to further strengthen the Company's commitment to people and to the area it operates in. **Some of the social aspects promoted by Automobili Lamborghini S.p.A. include relationships with suppliers, the protection of human rights, social and gender inclusion, as well as being an attractive employer.** This once again confirms our **responsibility toward the generations of today and tomorrow**, a cross-cutting process based on raising the awareness of the entire corporate structure, compliance, regulations, transparency and the sustainability targets embedded within the corporate code.



PRIMER

TOP COAT
PAINTING
1st LAYER

2nd LAYER
PREPARATION



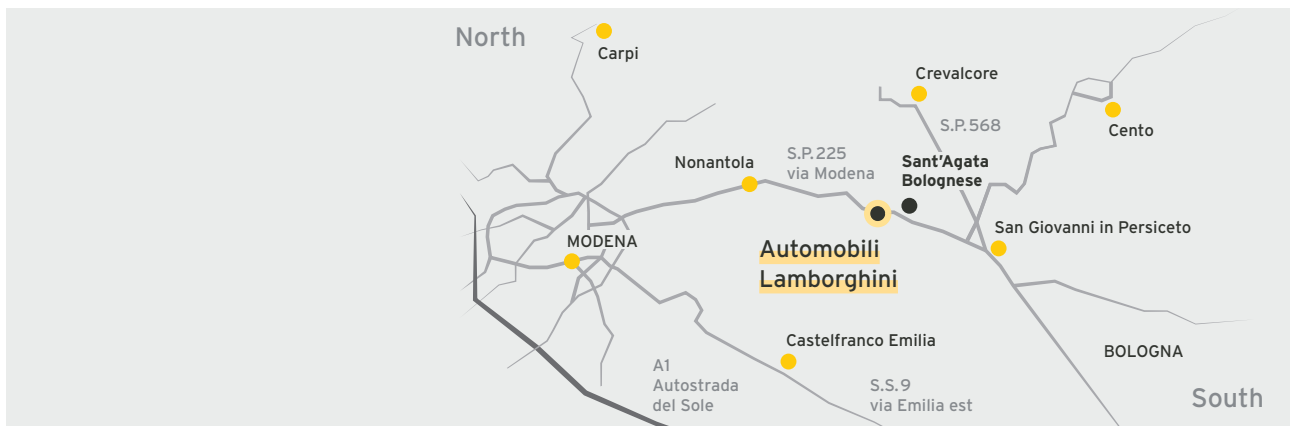
1.0 / Environmental responsibility: a real commitment

1.1/

The Automobili Lamborghini production process

The Automobili Lamborghini production facility is located in Sant'Agata Bolognese, a town near Bologna, in an area of flat terrain at approximately 20 meters above sea level. The first Lamborghini factory was built in 1963 in an area once used for farming. Over the years, the facility underwent numerous modifications before reaching its current size and layout. Today the Lamborghini production site covers approximately 345,000 m² and consists of a number of buildings with a total built-on area of approximately 172,000 m².

At its site in Sant'Agata Bolognese, Automobili Lamborghini designs, develops and produces luxury sports cars, involving the manufacture of carbon fiber parts and body shells, assembly, finishing, painting and after sales support.



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With the acquisition of Automobili Lamborghini Holding S.p.A. by AUDI AG in 1998, the sports car manufacturer became a wholly owned subsidiary of the German automobile manufacturer. Through the acquisition, AUDI AG aimed to transfer the quality standards of the Audi Group to the new Italian subsidiary.

In 2022, 9,926 units were produced as follows:

	2020	2021	2022	Unit of measurement
Aventador	876	627	698	no.
Huracán	2,010	2,435	3,443	no.
Urus	4,364	5,240	5,785	no.
Total	7,250	8,302	9,926	no.

Lamborghini produced 9,926 vehicles in 2022 with a steadily increasing trend.

Sales in 2022 were characterized by very positive figures, in line with production: sales increased by 10% compared with 2021 thanks to a targeted and controlled growth strategy aimed at protecting the brand. It was a record year for sales.

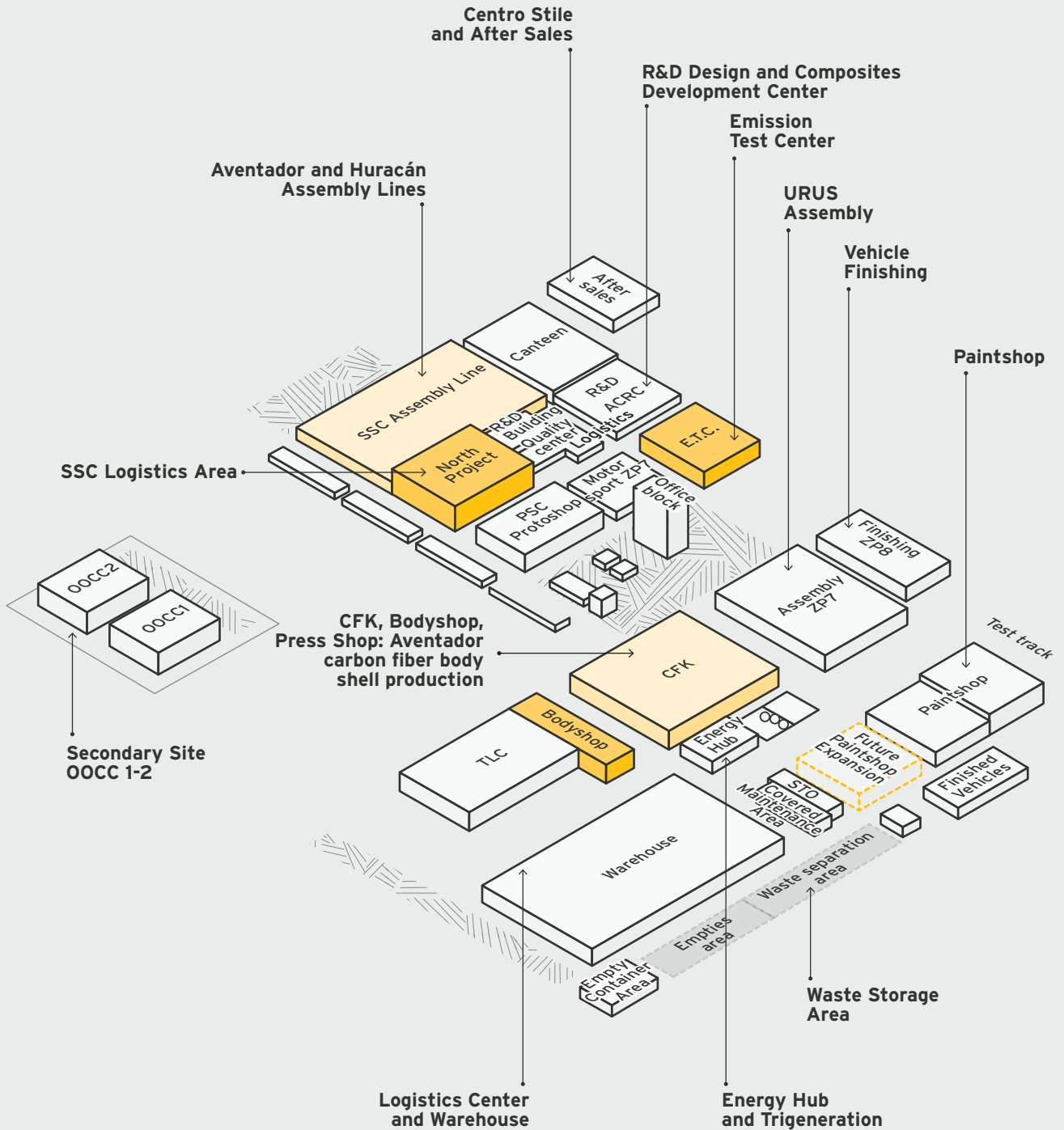
In product terms, 2022 was a year full of new developments, with the launch of three new cars (Huracán Tecnica, Huracán Sterrato, Urus S).

Automobili Lamborghini discontinued the production of the Aventador in 2022. The number of Aventadors sold exceeds the total of all previous Lamborghini V12 models put together: in its fifth year of production, the company reached 5,000 delivered units, the equivalent of all the Murciélagos ever produced.

9,926

CARS IN 2022

AUTOMOBILI LAMBORGHINI S.P.A. PRODUCTION FACILITY



- Newly constructed buildings
- Buildings undergoing internal reorganization
- Current work site

1.2/ Environmental and Energy Policy

Automobili Lamborghini is a Company that specializes in the design and production of luxury sports cars, synonymous with design, power, innovation and craftsmanship the world over.

As part of its long-term strategy, the management team at Automobili Lamborghini is committed to aligning its **economic and business goals with environmental sustainability principles** and with the ongoing improvement of its performance from a life cycle perspective.

We are aware of the challenges posed by climate change and we are committed to supporting the United Nations Sustainable Development Goals, acknowledging them as important guidelines to give everyone the chance to live in a developed and sustainable world from an environmental, social and economic perspective.



In carrying out its operations, Automobili Lamborghini endeavors to employ natural resources and energy in the most efficient way possible. This commitment is realized through: the development, application and monitoring of an Environmental Management System and Energy Management System that meet **ISO 14001** and **ISO 50001** international standards; the maintenance of **EMAS** registration for the fully transparent disclosure of environmental results; and the adoption of a system for monitoring the greenhouse gas emissions (GHG) of the whole Company compliant with the **GHG Protocol Corporate Accounting and Reporting Standard**.

Automobili Lamborghini has implemented a protocol to keep the plant CO₂ neutral by defining a program for reducing and offsetting CO₂ emissions, prioritizing where possible in-house reduction measures and progressively decreasing the proportion of offsetting through external projects.

Automobili Lamborghini is committed to:

- providing the specific skills, technologies and financial resources necessary for the Environmental Management System and Energy Management System to function;
- ensuring full compliance with applicable legislation on environmental protection and on its energy consumption;
- assessing the impact of new investments and technologies on the environment and on energy consumption right from the planning phase, committing itself to the ongoing improvement of the energy efficiency of its processes and activities;
- reducing and preventing polluting emissions by continually monitoring the environmental aspects associated with its operations.

The Board of Directors is responsible for the correct operation, updating and improvement of the Company's Environmental Management System and Energy Management System, ensures compliance with the Environmental and Energy Policy guidelines and is responsible for their revision and oversight.

Collaboration and communication with authorities and political institutions is carried out in a spirit of transparency and mutual trust to ensure an open dialog with all those involved.

New suppliers are selected by applying a sustainability approach to the procurement chain in order to prevent the negative social and environmental effects of Automobili Lamborghini's business activities.

All employees are specifically updated and trained on their area of competence in order to develop a sense of responsibility toward both the environment and energy consumption. All employees must be familiar with the Company's Environmental and Energy Policy and are expected to help reach its improvement goals.

Automobili Lamborghini S.p.A.'s main environmental actions

- **Reduction in energy consumption and strengthening of the measures aimed at increasing energy efficiency and the use of energy from renewable sources.**
- **Inventory, monitoring and gradual reduction of greenhouse gas (GHG) sources, both direct and indirect.**
- **Annual neutralization of residual direct CO₂ emissions.**
- **Organization of activities aimed at protecting biodiversity.**
- **Promotion of a circular economy model in the use of materials, energy and water.**
- **Reduction in the quantity of waste, where possible, and increase in the sorting of waste to encourage recovery over disposal.**
- **Monitoring and minimization, wherever possible, of harmful air emissions and, in particular, of Volatile Organic Compounds (VOCs).**
- **Reduction and management of the use and discharge of water resources.**
- **Provision of training on environmental topics to engage employees and encourage a sense of responsibility.**
- **Strengthening of preventive measures required to avoid incidents with potential environmental impacts.**


1.3/

Lamborghini Environmental Mission Statement




In 2022, Lamborghini implemented its Environmental Mission Statement, which includes the main environmental targets in the key areas identified: climate change, resources, compliance and biodiversity.

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Lamborghini Environmental Mission Statement



Tempo Zero

Lamborghini's environmental mission is a newly-plotted course, necessary in the context of a radically-changing world, where we want to give our contribution by continuing to reduce our impact from our Sant'Agata Bolognese site to the full value chain.

KEY ACTION AREAS

 Climate Change	 Resources	 Compliance	 Biodiversity
<p>Become a CO₂ neutral company latest by 2050, covering the full value chain</p> <p>Implement internal CO₂ reduction measures and offset through external projects</p> <p>Complete the transition to full hybrid product range by 2024. Reduce by 50% CO₂ product emissions by 2025</p>	<p>Reach -35% Site environmental impact by 2025 <small>(ENERGY, WATER, CO₂, VOC, WASTE)</small></p> <p>Maximize resource efficiency, reduce energy consumption, increase the use of energy from renewable sources</p> <p>Promote a circular economy model in the use of materials, energy and water</p>	<p>Ensure full compliance with applicable environmental legislation and the Company's ECMS</p> <p>Constantly monitor the environmental impacts associated with our operations</p>	<p>Contribute in the protection of Biodiversity, by engaging with the local community and organizing activities for promoting environmental education</p>



Climate change



Become a carbon neutral company by 2050, covering the entire value chain. Implement internal CO₂ reduction measures and offset through external projects. Complete the transition to a complete range of hybrid products by 2024. Reduce product CO₂ emissions by 50% by 2025.

For further details on these medium- and long-term targets, refer to sections 2.1 and 2.2.

Resources



Achieve a 35% reduction in the production site's environmental impact by 2025 (ENERGY, WATER, CO₂, VOCs, WASTE). Maximize resource efficiency, reduce energy consumption and increase the use of renewable energy. Promote a circular economy model in the use of materials, energy and water.

For further details on these medium- and long-term targets, refer to sections 2.1, 2.3, 2.5 and 3.3.

Compliance



Ensure full compliance with applicable environmental regulations and with the Group's Environmental Compliance Management System (ECMS). Constantly monitor the environmental impacts associated with our operations.

These targets are already part of the everyday way of doing things at Lamborghini and are fully integrated into the company and group business processes.

Biodiversity



Contribute to safeguarding biodiversity, working with the local community and organizing activities to promote environmental education.

For further details on these medium- and long-term targets, refer to section 3.2.

1.4/

Corporate Environmental Management System

The set of rules defined for the management of environmental aspects form the Environmental Management System, which aims to continuously improve environmental performance as set out by the **EMAS** Regulation and the **ISO 14001** international standard. In 2009, Automobili Lamborghini was the first Italian automotive company to obtain EMAS registration.

In terms of energy, this tool was further reinforced by the Energy Management System, certified in October 2011 in compliance with the **ISO 50001** international standard. In 2011, Automobili Lamborghini was the first Italian automotive company to obtain ISO 50001 certification.



OUR CERTIFICATIONS AND ENVIRONMENTAL PROGRAMS

Energy management system certification (ISO 50001)

2011

2009

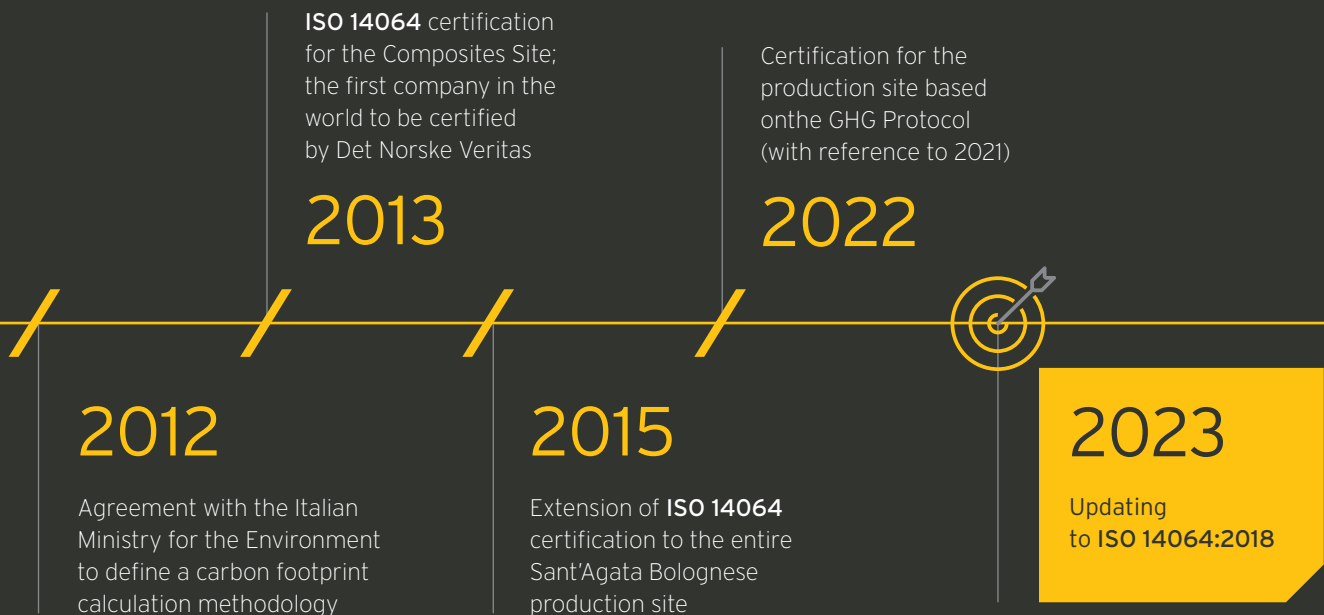
First Italian automotive company to obtain **EMAS** registration

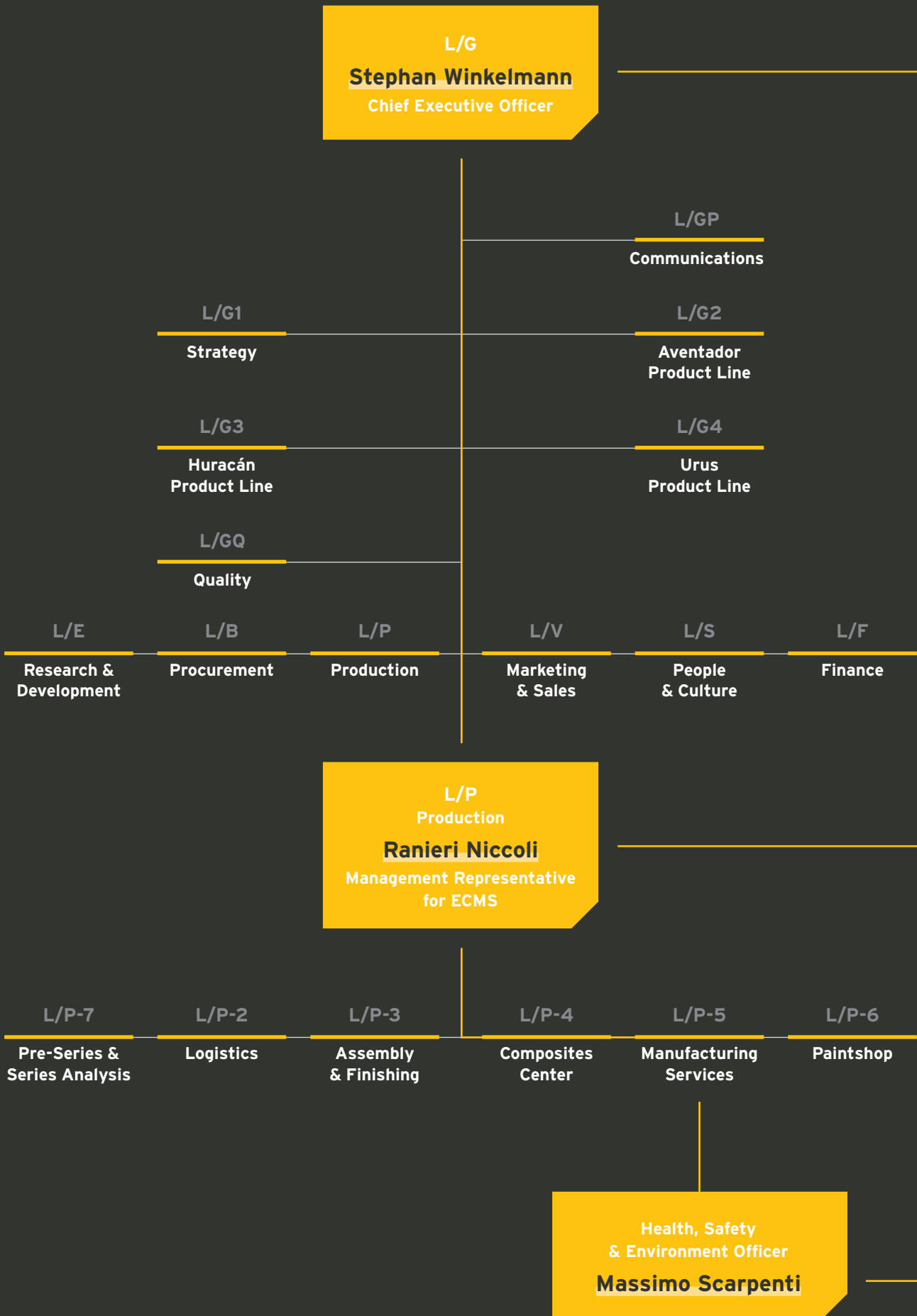
The Company's long-established management systems enabled a swift alignment with the Environmental Compliance Management System (**ECMS**): a guideline that sets out the requirements for managing environmental compliance for all VW-AUDI companies.

In recent years, the Company has decided to further reinforce its environmental policy on climate by adhering to a voluntary commitment in line with government policies on the Kyoto Protocol and the European Union's "Climate and Energy Package". At the end of 2012, the Company signed an important agreement with the Italian Ministry for the Environment to define a carbon footprint calculation methodology regarding the production of carbon fiber body shells and components at the CFK Center, along with the reporting of the associated CO₂ emissions. This collaboration led Automobili Lamborghini to obtain **ISO 14064** certification for the Composites Site in August 2013, the first company in the world to be

certified by Det Norske Veritas. The certification was extended in 2015 to the entire Sant'Agata Bolognese production plant. In 2022, and in reference to 2021, the Company was certified for the production site based on the GHG Protocol. In 2023, it intends to involve the entire value chain in the reduction of emissions to achieve **ISO 14064-1:2018** certification, involving the inventory of the organization's emissions.

In July 2015, Automobili Lamborghini became the first company in the world to join the **Carbon Neutrality Protocol of Det Norske Veritas DNV - GL Business Assurance**. The Company is committed to neutralizing its annual GHG emissions associated with the use of electricity, natural gas and all fossil fuels used to heat on-site areas and to generate electricity at the Sant'Agata Bolognese production plant by adopting a neutralization program that involves the disclosure, reduction and offsetting of these GHG emissions.





Environmental and energy management involves the engagement and commitment of all personnel regardless of their level and position held within the Company. All Automobili Lamborghini personnel involved in environmental and energy matters have been identified, and their roles and responsibilities defined.

The organizational structure for managing the Company's environmental activities is illustrated in the organizational chart reported here:

Chairman & Chief Executive Officer

The Chairman & Chief Executive Officer is responsible for approving the Environmental Policy and the Environmental Statement, and for appointing a management representative for the environmental and energy management systems with the authority and responsibility for ensuring the system is implemented and maintained. He is also responsible for ensuring compliance with all applicable legislation with regard to environmental, energy and workplace health and safety aspects.

Management Representative for the Environmental and Energy Management Systems

The Management Representative has the responsibility and authority for implementing and maintaining the Environmental and Energy Management Systems in compliance with the Company's Environmental and Energy Policy, and reports to the Chairman on the status of the management systems so they can be reviewed and continuously improved. He ensures the availability of the human and financial resources required by the System and for pursuing the Environmental and Energy Management Policy, and has the responsibility for approving the environmental and energy improvement goals. At Automobili Lamborghini, the position of Environmental and Energy Management Representative is assigned to the Industrial Manager.

Health, Safety & Environment Officer

The **Health, Safety & Environment Officer** serves as the operating arm of the Management Representative and is in charge of defining and managing activities concerning the Environmental and Energy Management Systems. He reports directly to the Environmental and Energy Management Representative and is in charge of the Health, Safety & Environment organizational unit, which coordinates all activities envisaged by the Environmental and Energy Management Systems.

Green Team, Energy Efficiency Task Force and Sustainability Project Team

The teams supporting the Environmental and Energy Management Systems are the following:

- The Green Team is made up of technicians and specialists from all parts of the company, who have received specific technical environmental training. The Green Team has been working for several years on projects to reduce consumption and improve environmental and energy performance.
- The Energy Efficiency Task Force was set up as a spin-off of the Green Team to tackle the energy crisis. The main aim of the Task Force is to implement standard and extraordinary energy efficiency measures to reduce energy consumption, liaising with the most energy-intensive areas of the Company.
- The Sustainability Project Team promotes the exchange of information and the implementation of new initiatives, as well as the monitoring and achievement of targets. The Team is represented by all Company areas and is guided by the Strategy department.

ENTHUSIASM



Reference SDGs in chapter





2.0 / Significant environmental aspects

Environmental aspects

Automobili Lamborghini S.p.A. analyzes its activities, products and services on a regular basis in order to identify the environmental aspects associated with them and to understand what level of control it can exert over them. An environmental aspect is an element of a company's activities, products or services that impacts or could impact the environment; in other words, something that causes or could cause a change to the environment.

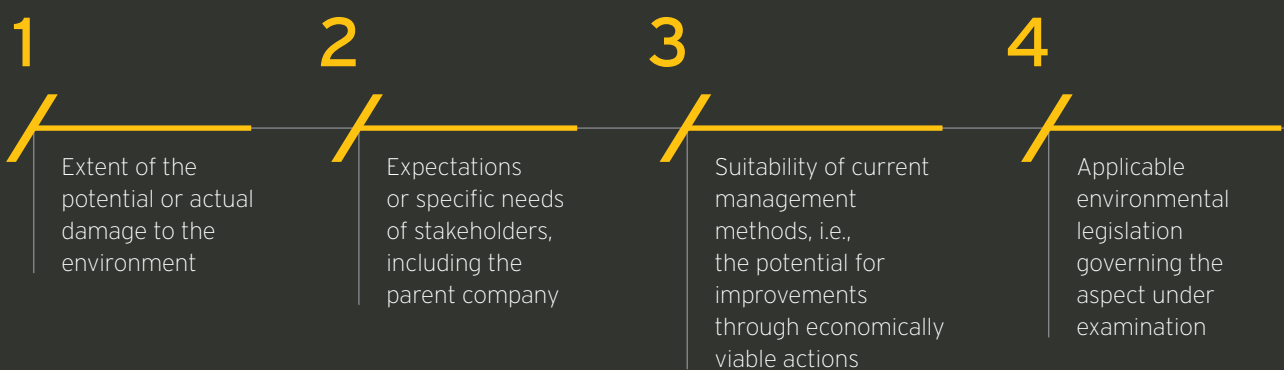
Environmental aspects and impacts therefore constitute, with a cause and effect relationship, the consequences for the environment of activities, products and services.

The identification of the environmental aspects involved the application of a life cycle approach, i.e., considering both the aspects that the Company can directly control and those that it can only influence, such as those regarding services procured from external suppliers.







Once all the environmental aspects have been identified, those having or potentially having **significant environmental impacts** are ascertained using a methodology that takes the following into account:

- extent of the potential or actual damage to the environment;
- expectations or specific needs of stakeholders, including the parent company;
- suitability of current management methods, i.e., the potential for improvements through economically viable actions;
- applicable environmental legislation governing the aspect under examination.

PROCESS FOR IDENTIFYING SIGNIFICANT ENVIRONMENTAL ASPECTS



The significant environmental aspects are taken into consideration when setting the environmental performance improvement targets, and are regularly monitored. The environmental aspects identified as significant by the above mentioned methodology, and that will be covered in detail in the sections that follow, are:

-  Energy consumption
-  Greenhouse gas emissions
-  Water consumption
-  Waste production
-  Use of substances containing Volatile Organic Compounds (VOC)
-  Atmospheric emissions



2.1/ Energy consumption



Key results in 2022

-35.7%
specific energy consumption per vehicle vs 2010

Goals

Specific energy consumption per vehicle
-35%
vs 2010 by 2025

Reference SDGs



Energy is one of the most important environmental aspects, and for this reason it is managed via a specific management system, as per the **ISO 50001** standard.

The main sources of energy used by Automobili Lamborghini are electricity, natural gas and thermal energy from the external district heating network. Electricity powers the equipment used in the production process, as well as lighting and air conditioning; natural gas is mostly used for heating offices and industrial spaces, to power the cogeneration plants and to produce hot water for non-industrial use, and in part for the production process (afterburner).

Given the size of the production plant and offices, the proportion of energy used for lighting and air conditioning is greater than that used in the production processes. For this reason, the energy performance of the individual site buildings is particularly important. The following buildings are in **Class A**: the Pre-Series Center, DESI Training Center, ZP7 Urus, ZP8 Finishing Line, Warehouse, Medical Center, ETC and Paintshop. **The "Torre 1963" office building has a Class-A energy rating as well as LEED (Leadership in Energy and Environmental Design) certification.**

In 2022, overall energy demand grew compared to previous years. This was mainly due to the new additional shifts (in SCC, Paintshop and R&D) and to the new buildings in operation (ETC, North Project, Bodyshop) and the post-pandemic operating regime.

Trigeneration

Trigeneration is a **highly efficient system** that allows the simultaneous production of electricity, heat and cooling from **a single fuel**, which in Lamborghini's case is natural gas. The transformation of thermal energy into cooling energy is made possible by the use of the refrigeration cycle via an absorption chiller, whose operation is based on phase changes of the refrigerant

ENERGY EFFICIENCY

THE "TORRE 1963" OFFICE BUILDING IS LEED-CERTIFIED

TRIGENERATION

TWO TRIGENERATION PLANTS
OF 1.2 MWh EACH

in combination with the substance used as an absorbent. **There are two systems, each with an installed power of 1.2 MWh.** The installed thermal capacity is 1,190 kWt, and is used during the winter period, from November to March. In the summer (April to October), the thermal energy produced by the two trigeneration plants is converted into cooling energy by two absorption chillers designed for air conditioning applications. The electricity generated is distributed for use in the South Area of the plant, while thermal and cooling energy is distributed via both an underground and overhead internal network.

District heating

District heating transports the energy produced by a power plant through a network of insulated underground pipes, after which the water is returned once more to the power plant. **Automobili Lamborghini is the first automotive company in Italy to have a district heating system.** This system supplies hot water from a biogas-powered cogeneration plant located in Nonantola (about 6 km away). The hot water (at 85°C) produced by the plant is carried through underground pipes to the facility. Here, the thermal energy supplied is used for air conditioning in the production departments and offices.

Electricity: the use of renewable energy

Automobili Lamborghini uses electricity generated by a **photovoltaic system** installed on the parking lot roofing. It has a **power output of 678 kWp and produces approximately 800,000 kWh/year.** In 2020, part of the photovoltaic system was relocated to the ZP8 department to allow the construction of a new ETC (Emission Test Center) building. In 2016 and 2017, two company-owned photovoltaic systems were also installed on the **"PSC-Protoshop" (102 kWp) and "Torre 1963" (27 kWp)** buildings, increasing the percentage of in-house electricity generation. The remaining portion of electricity used comes from renewable sources and is purchased via **"Green Certificates"**: these certify the renewable origins of the energy sources used by registered plants. Each certificate has a value of 1 MWh and is issued according to the amount of electricity sent to the grid by the registered plants.

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Energy Hub

The Energy Hub was completed in 2017 and is a **centralized hub** supplying different forms of energy and services to the North and South Areas. The following technological systems were also built within the Energy Hub:



water
plant



cooling
plant



heating
plant



compressed air
plant

In the cooling plant, **7 high-efficiency refrigeration units** were installed to generate chilled water. The most recently installed refrigeration units are designed to achieve top-level efficiency using the latest-generation refrigerants (R-1233zd) with a very low global warming potential (GWP).

The heating plant is equipped with **two 2.7 MW boilers and two 6.3 MW boilers**.

ENERGY HUB

CENTRALIZED ENERGY HUB

The Energy Hub includes a heat exchanger, which is in turn connected to the lines from the trigeneration and district heating plants. The latter supply thermal energy (during the winter season) and cooling energy (during the summer) to contribute to the air conditioning needs of the North and South Areas. A boiler/refrigeration unit/trigeneration and district heating sequence system always prioritizes the operation of the latter two. This makes it possible to prioritize the consumption of hot water recovered from the district heating plant and the two Combined Heat and Power (CHP) Systems, leaving the traditional high-efficiency boilers and high-EER (Energy Efficiency Ratio) refrigeration units as backups.

Distribution then continues to the North and South Areas via both underground and overhead piping. The North Area is also equipped with heating and cooling plants that operate in synergy with the Energy Hub distribution system. Centralization of the energy flows within the Energy Hub is particularly important to define an integrated control logic of the usage priorities of the different production technologies.

Performance

In order to have a clear understanding of the production plant's energy performance, the internal energy flows that are currently used to meet the plant's requirements must be analyzed. The following diagram shows the energy supply, internal transformation and primary energy demand necessary for the correct operation of buildings and processes.



SUPPLY BALANCE		DEMAND BALANCE	
Mains electricity			Cooling energy from electric refrigeration units Thermal energy from heat pump Cooling energy from heat pump Elect. for other uses
Elect. from PV	Elect. acquired from PV operated by third party		Elect. acquired from PV operated by third party
Mains natural gas	Mains natural gas	Internal transformation	Elect. produced and consumed internally by CHP1 Thermal energy from CHP1 Cooling energy from absorption chiller 1 Elect. produced and consumed internally by CHP2 Thermal energy from CHP2 Cooling energy from absorption chiller 2 Process natural gas (Paintshop) Thermal energy from heating plants
Thermal energy from dist. heating	Thermal energy from district heating		Thermal energy from district heating Cooling energy from district heating absorption chiller
Gasoline	Gasoline		Gasoline

Consumption

The complexity of the systems at the Automobili Lamborghini production facility has made it necessary to develop two different types of energy balance: supply and demand.





Both approaches are required to correctly deal with the Company's energy trends, and each allows us to obtain specific information. The supply balance provides important information on the tonnes of CO₂ produced to satisfy the energy requirements of the production site, as well as being necessary for the analysis of the economic flows related to the energy supply from the grid. It thus represents all incoming energy sources at the production site. The demand balance, i.e., the balance of consumption, allows us to assess the actual efficiency of the Company's energy system. The efficiency measures undertaken in the improvement plans were sufficient to contain the growth in energy demand, counteracting the significant expansion in recent years in production and in the heated and cooled areas. The data for the 2020-2022 three-year period are given below:

Total energy consumption (TOE/year)

Demand Balance	2020	2021	2022
Electricity (TOE/year)	6,880	7,500	7,515
Natural gas (TOE/year)	680	792	846
Thermal energy (TOE/year)	2,506	2,825	2,935
Cooling energy (TOE/year)	1,392	1,328	1,684
Gasoline (TOE/year)	416	425	499
Diesel (TOE/year)	7	9	8
Total	11,884	12,879	13,487

Supply Balance	2020	2021	2022
Electricity (TOE/year)	6,346	6,450	6,664
Natural gas (TOE/year)	5,316	5,631	5,957
Thermal energy (TOE/year)	217	500	352
Cooling energy (TOE/year)	0	0	0
Gasoline (TOE/year)	416	425	499
Diesel (TOE/year)	7	9	8
Total	12,302	13,015	13,479

+4.7%

ENERGY DEMAND

(COMPARED WITH 2021)
INCREASE OFFSET BY
ENERGY-SAVING PROJECTS

In 2022, the overall demand for electrical, thermal and cooling energy, natural gas and gasoline (total energy demand) reached 13,487 TOE, an overall increase of about 608 TOE compared to 2021 (+4.7%). Compared with 2021, there was a particular increase in the demand for electricity, cooling energy and natural gas mainly due to the new additional shifts (SCC, Paintshop and R&D) and the operating regime in the new buildings (ETC, North Project, Bodyshop). These increases were offset by energy-saving projects implemented over the year, in particular relating the demand for electricity. Thermal demand was contained thanks to the application of the national MiTE plan, which introduced temporary standards relating to air conditioning with the aim of reducing the national demand for gas to tackle the energy supply crisis.

Indicators

Continuous monitoring of energy consumption is not, however, sufficient to identify the actual trend in the energy performance of processes and buildings. For this reason, specific energy indicators are defined, known as EnPIs (Energy Performance Indicators). **EnPIs are one of the indicators used as measuring tools to help highlight the effectiveness of the site Energy Management System.** The energy indicators always comprise two fundamental values: Energy Consumption and Energy Drivers. Energy Drivers are independent variables closely correlated with the energy consumption of the Company. They are used to standardize energy consumption.

The key EnPIs for thermal, cooling and electrical energy are reported below.

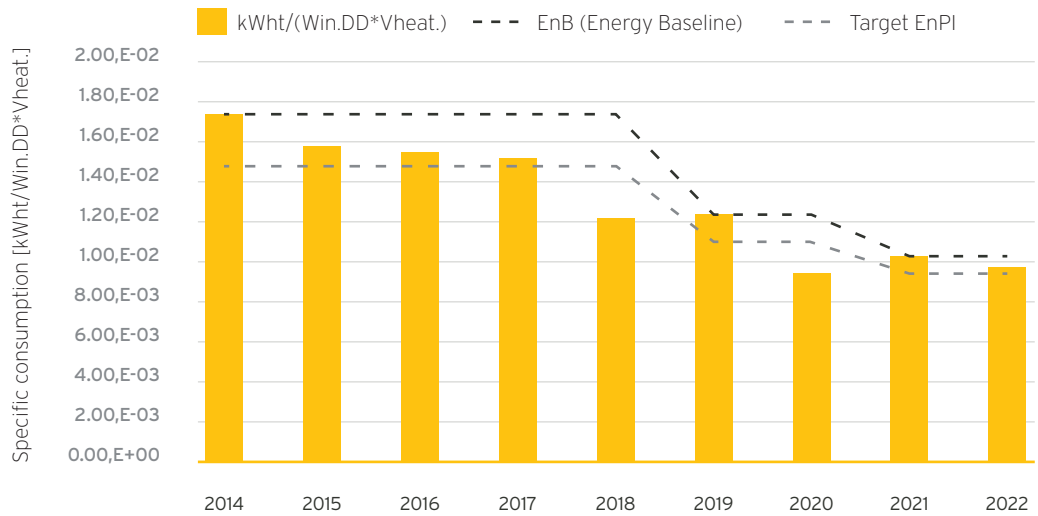
In terms of thermal and cooling energy, the two most significant indicators for the type of energy consumption at the production site are:

- EnPI 1.1 thermal energy consumption (excluding Paintshop) per Winter Degree Days per unit of heated volume (kWh/Win.DD*Vheat.);
- EnPI 2.1 cooling energy consumption (excluding Paintshop) per Summer Degree Days per unit of cooled volume (kWh/Sum.DD*Vcool.).

The choice of these indicators has made it possible to standardize the consumption of thermal energy for winter and summer weather conditions (Degree Days) and the volumes heated and cooled (Vheat. and Vcool.). Shown below are the historical trends for the two energy performance indicators mentioned above.

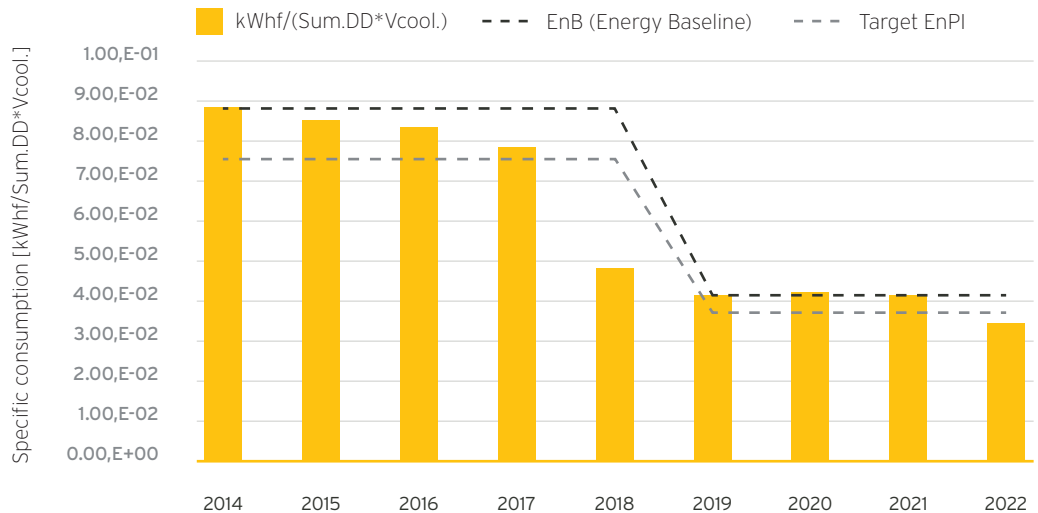
EnPI 1.1 Trend

Production site's thermal energy demand (excluding Paintshop) / (Win.DD*Vheat.)



EnPI 2.1 Trend

Production site's cooling energy demand (excluding Paintshop) / (Sum.DD*Vcool.)



	2020	2021	2022
EnPI 1.1 [kWh thermal energy/Win. DD*Vheat.]	$9.44 \cdot 10^{-3}$	$1.04 \cdot 10^{-2}$	$9.69 \cdot 10^{-3}$
EnPI 2.1 [kWh cooling energy/Sum. DD*Vcool.]	$3.97 \cdot 10^{-2}$	$3.92 \cdot 10^{-2}$	$3.25 \cdot 10^{-2}$

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ENERGY CONSUMPTION

SIGNIFICANT DECREASE SINCE 2014, WITH STABILIZATION OF THE INDICATOR FROM 2018

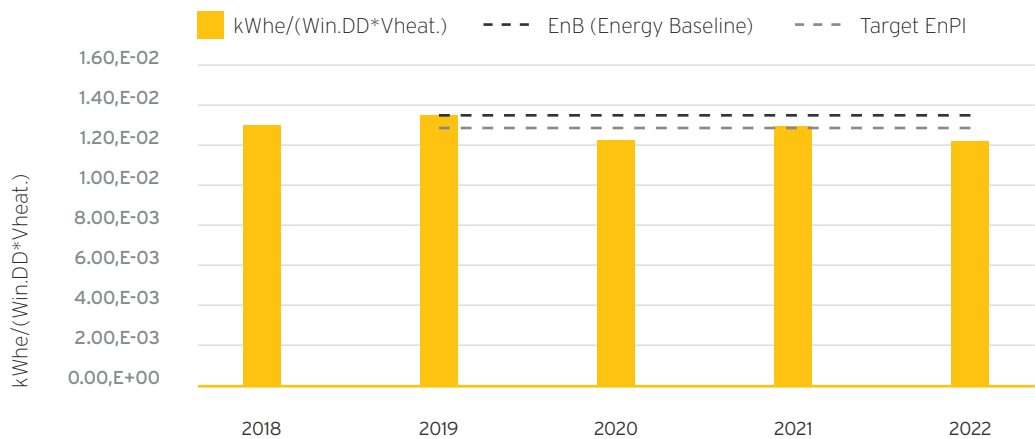
Specific analysis of these values highlights a significant decrease for both indicators since 2014, with levels stabilizing from 2018. Historically, the constant decrease of the indicator was driven by the extremely high thermal and cooling efficiency of the buildings due to their envelopes, which deliver higher than average performance for industrial buildings. Moreover, the heating and cooling energy supply comes from a centralized system in the Energy Hub, which combines different technologies with high-efficiency ratios.

In 2020, the effect resulting from the extraordinary closure of the company due to the COVID-19 lockdown period can be seen. When assessing the performance indicator trend year on year and the achievement of the energy consumption reduction targets, the data for 2020 will be discounted as it is not representative of the Company’s energy performance during normal operations. **In 2021, thermal energy consumption fell compared to 2019 while cooling energy consumption was more or less unchanged, and in 2022 the improvement on the previous year was confirmed.** The application of the MiTE national plan had a significant influence, in particular on EnPI 1.1, resulting in a reduction in the winter temperature set-points in the buildings, allowing a decrease in thermal energy demand. Regarding EnPI 2.1, the cooling demand increased slightly but the volume cooled rose due to the introduction of the cooling system in the SSC building.

In the energy system currently under consideration, various indicators are also taken into account to track the effectiveness of the improvement plans implemented by the Company in terms of electricity. The consumption-energy driver correlation analysis led to an EnPI being defined for each building. As an example, the EnPI 3.5 indicator for the Temporary Logistic Center (TLC), where the number of Winter Degree Days per Volume Heated was identified as the Energy Driver, is reported here.

EnPI 3.5 Trend

TLC electricity demand / (WinDD*Vheat.)



	2020	2021	2022
EnPI 3.5: TLC electricity demand / (WinDD*Vheat.)	1.22 · 10 ⁻²	1.29 · 10 ⁻²	1.22 · 10 ⁻²

The indicator for the TLC building saw an improvement from the 2019 value. Specifically, the decrease in 2022 was driven by roofing replacement, which improved the energy performance of the building.



Energy efficiency of the Paintshop

In 2022, the Paintshop consumed about 33% of the plant's total electricity demand, 39% of its thermal energy demand and 34% of its cooling energy demand. The painting process consumes large amounts of energy, which began to have a highly significant impact on the plant's energy consumption from 2019. It was thus decided to treat it separately, with specific performance indicators.

As 2021 was the first year in which the Paintshop was fully operational, it is used as the baseline for comparison with future years. Since the energy consumption of the building is mainly linked to the painting process, it was deemed appropriate to consider the number of body shells painted as the Energy Driver. In 2022, considering the EnPI 3.8 values (Paintshop electricity demand / No. of body shells painted), it is possible to see a significant reduction in electricity consumption compared with 2021 due to a series of significant **energy efficiency measures implemented from April 2022** (e.g., switching off equipment overnight and at weekends, optimization of ventilation system set-points and summer and winter system pre-heating set-points). This result is even more significant if we consider that from April 2022, the whole building had put in place the third work shift. Below is the indicator trend since 2020:

	2020	2021	2022
EnPI 3.8: Paintshop electricity demand / No. of body shells painted [kWh/No. of body shells painted]	$5.90 \cdot 10^{-3}$	$2.73 \cdot 10^{-3}$	$2.06 \cdot 10^{-3}$

In terms of thermal and cooling energy, similarly to the rest of the plant, the two most significant indicators for the type of energy consumption in the Paintshop are:

- EnPI 1.2: Paintshop thermal energy consumption per Winter Degree Days per unit of volume heated (kWh/Win.DD*Vheat.);
- EnPI 2.2: Paintshop cooling energy consumption per Summer Degree Days per unit of volume cooled (kWh/Sum.DD*Vcool.).

The choice of these indicators has made it possible to standardize the consumption of thermal energy for winter and summer weather conditions (Degree Days) and the volumes heated and cooled (Vheat. and Vcool.). Shown below are the historical trends for the two energy performance indicators mentioned above:

	2020	2021	2022
EnPI 1.2: Paintshop thermal energy demand / (Win.DD *Vheat.) [kWh/Win.DD*Vheat.]	$6.62 \cdot 10^{-2}$	$6.58 \cdot 10^{-2}$	$6.82 \cdot 10^{-2}$
EnPI 2.2: Paintshop cooling energy demand / (Sum.DD *Vcool.) [kWh/Sum.DD*Vcool.]	$1.94 \cdot 10^{-1}$	$2.03 \cdot 10^{-1}$	$2.16 \cdot 10^{-1}$



Goals

Automobili Lamborghini aims to achieve a 35% reduction in specific energy consumption per vehicle (electricity and thermal energy) by 2025 compared to 2010. The following table shows the trend of the indicator over the past three years:

-35%










ENERGY CONSUMPTION

SPECIFIC PER VEHICLE
VS 2010 BY 2025

	2010 baseline year	2020	2021	2022
Total energy consumption per vehicle produced (kWh/vehicle)	15,447	12,340	12,164	9,938
Reduction achieved (%)	-	-20.1%	-21.3%	-35.7%

Several improvement actions were defined and implemented in relation to these goals, as shown in the following table, aimed at reducing the consumption of electrical, thermal and cooling energy:

TITLE	Goal	Actions	Timeframes	Status	Notes
AUTOMATION 4.0	Reduction in electricity consumption for lighting in departments in the North Area of the site	Reinstatement of automated lighting control where not operational and installation where lacking, remote management of lighting of SCADA platform	December 2022	 COMPLETED	Estimated annual savings 2023: ca. 180 MWhel
EH BOILER TEMPERATURE VARIATION	Reduction in the use of gas to regulate the water temperature of the internal heating system based on thermal energy demand starting from a set-point of 80°C	Step 1: set temperature to 65°C Step 2: monitoring and dynamic correction	No time limit to project	 IN PROGRESS	Savings obtained in 2022: ca. 34,723 scm Estimated annual savings 2023: ca. 29,000 scm
URUS ENERGY EFFICIENCY	Reduction in consumption, eliminating nighttime wastage by linking low lights to production takt time. Raising of summer 2022 temperature setting in Urus line for air conditioning savings	Timer setting	July 2022	 COMPLETED	Savings obtained in 2022: ca. 160 MWhel Estimated annual savings 2023: ca. 47 MWhel
EXTENSION OF URUS SOLUTION TO SSC AND FINISHING BUILDINGS	Reduction in consumption, eliminating nighttime wastage by linking low lights to production takt time	Timer setting	November 2022	 COMPLETED	Savings obtained in 2022: ca. 30 MWhel Estimated annual savings 2023: ca. 61 MWhel

TITLE	Goal	Actions	Timeframes	Status	Notes
PAINTSHOP ENERGY EFFICIENCY	Reduction in energy consumption through a series of efficiency measures	<ul style="list-style-type: none"> Switching off of equipment during the night and at weekends Optimization of BC/CC air system downdraft Optimization of the store ventilation system set-point at weekends Implemented in September: <ul style="list-style-type: none"> WE mode for booth ventilation and optimized set-point for cleaning Summer and winter system pre-heating set-points 	No time limit to project	 IN PROGRESS	Savings obtained in 2022: ca. 2.16 GWhel
R&D ENERGY EFFICIENCY	Reduction in energy consumption through changing refrigeration and air conditioning unit settings	Changing of settings of refrigeration and air conditioning units that were used at the weekend when unnecessary	Completed July 2022	 IN PROGRESS	Savings obtained in 2022: ca. 41 MWhel Estimated annual savings 2023: ca. 99 MWhel
EFFICIENCY OF EXTERNAL LIGHTING SYSTEM (PARKING LOTS AND INTERNAL ROAD SYSTEM)	Reduction in energy consumption by turning off around 50% of the lights in the company parking areas and on internal roads at night	Changes to settings in parking substations	February 2023	 IN PROGRESS	Estimated annual savings 2023: ca. 109 MWhel
ANTICIPATED SWITCH FROM TRIGEN. COLD WATER TO HOT WATER	Increased trigeneration efficiency through advance switch to hot given low demand for cold	Trigeneration thermal switch	September 2022	 COMPLETED	
TLC ROOFING REVAMP	Reduced consumption due to revamp Pump replacement in TLC	Replacement of TLC roofing	February 2022	 COMPLETED	Savings obtained in 2022: ca. 260 MWhel
R&D PUMP REVAMP	Reduced consumption due to revamp Pump replacement in R&D	Pump replacement in R&D	September 2023	 IN PROGRESS	Estimated annual savings: ca. 502 MWhel
MUSEUM NIGHT LIGHT SET-UP	Reduction in energy consumption by turning off around 70% of the lights in the AL museum at night	Changes to settings in Museum substation	January 2023	 COMPLETED	Estimated annual savings 2023: ca. 41 MWhel
PV SYSTEM EXPANSION - WAREHOUSE	Increase in green energy production	Installation of a photovoltaic system on the roof of the Warehouse facility	2024-2026	 IN PLANNING STAGE	Estimated annual savings: ca. 1,132 MWh/year
PV SYSTEM EXPANSION - ZP7	Increase in green energy production	Installation of a photovoltaic system on the roof of the ZP7 URUS facility	2024-2026	 IN PLANNING STAGE	Estimated annual savings: ca. 927 MWh/year



2.2/



Greenhouse gas emissions



Key results in 2022

-43.85%

2022 reduction compared with baseline year 2014

Goals

Implement internal CO₂ reduction measures and offset through external projects. Reduce product CO₂ emissions by 50% by 2025. Become a carbon neutral company by 2050, covering the entire value chain

Reference SDG



For the years up to 2021, Automobili Lamborghini quantified the emissions for its Sant'Agata Bolognese production site in compliance with the ISO 14064:2006 standard. **In 2022, the Company was certified for the production site based on the GHG Protocol and in 2023 it intends to involve the entire value chain in reducing emissions to achieve ISO 14064-1:2018 certification.**

Annual greenhouse gas emissions are expressed in tonnes of CO₂ equivalent and are calculated by Automobili Lamborghini through the preparation of an annual inventory of emissions produced by the entire production process (GHG inventory) as per the GHG Protocol (Corporate Accounting and Reporting Standard). The following are included in the scope of the audit, classified as per the reference protocol:

- all **fixed and mobile combustion sources** (natural gas, gasoline and diesel) and all **refrigerant leakage from cooling systems** (direct emissions, Scope 1);
- **production of consumed electricity** (indirect energy sources) and **imported heat such as district heating** (indirect emissions from imported energy, Scope 2);
- **transmission and distribution losses of natural gas and electricity consumed at the operational site** (other indirect emissions, Scope 3).

Since 2015, Automobili Lamborghini has been neutralizing the portion of GHG emissions from the use of electricity, natural gas and all fossil fuels used for heating its buildings and generating electricity at the Sant'Agata Bolognese production site in compliance with the *Carbon Neutrality Protocol (Det Norske Veritas "DNV - GL Business Assurance")*. These emissions represent about 90% of the total emissions reported in the inventory.

The updating of the ISO 14064:2018 standard and the Group's commitment to the decarbonization strategy throughout the entire life cycle of its products will enable further improvements over the coming years, with the development of CO₂ emissions monitoring in other Company operations, and projects to reduce greenhouse gas emissions throughout the product life cycle (e.g., transport, vehicle use...).

Inventory Results

Automobili Lamborghini S.p.A.'s total greenhouse gas emissions in 2022 were 26,665 tCO₂e, broken down as follows:

* The greenhouse gas inventory for 2021 was certified as per the GHG Protocol Corporate Accounting and Reporting Standard.

** The greenhouse gas inventory for 2022 is currently being validated

	2020 tCO ₂	2021* tCO ₂	2022** tCO ₂
Scope 1 emissions	12,662	15,648	16,062
Scope 2 emissions	9,458	8,882	8,663
Scope 3 emissions	1,667	1,857	1,940
Total GHG emissions	23,787	26,387	26,665
Emissions included in the neutrality protocol	22,253	24,080	24,854
Emissions per vehicle produced (tCO₂/vehicle)	3.3	3.2	2.7

In 2022, there was a very limited change in emissions: a slight increase in Scope 1 and 3 emissions was offset by a decrease in Scope 2 emissions linked to electricity consumption.

Scope 1 direct emissions were confirmed as the emissions source with the greatest impact for the Company (60% of the total). This was followed by Scope 2 emissions, associated with electricity use (about 33% of the total).

Within Scope 1, emissions associated with natural gas consumption had the greatest impact (88%), followed by those associated with gasoline consumption (9%). The percentages were much lower for emissions related to the refilling of refrigerant gases in refrigeration systems (1%) and business trips (1%).



Internal reduction of CO₂ emissions

The figures on the reductions achieved over the 2020-2022 three-year period are reported below:


Internal reduction of GHG emissions	Date of implementation	Reduction achieved in 2020 (tCO ₂)	Reduction achieved in 2021 (tCO ₂)	Reduction achieved in 2022 (tCO ₂)
Trigeneration 1	May-15	556.80	709.04	478.52
Trigeneration 2	Oct-17	622.31	1,071.75	651.35
District heating	Jun-15	400.24	470.30	389.53
Parking photovoltaic system	Jan-15	291.15	317.47	314.21
Sunshade system	Jan-15	100.36	100.36	100.36
Replacement of lighting with LED lights	Jul-15	4.92	4.92	4.92
Replacement of doors and windows in the production department	Jan-16	129.59	129.59	129.59
Efficient heat recovery system (steps 1 + 2)	Jan-16	401.06	401.06	401.06
Booth supervision system	Sept-16	785.55	785.55	785.55
Replacement of Heating Plant 5 pumps	Sept-19	11.79	11.79	11.79
Installation of a system for the automatic turning on/off of ZP8 Rooftops	Dec-19	549.45	549.45	550.60
SSC thermal circuit insulation	May-20	20.08	30.12	30.12
Replacement of Heating Plant 3 pumps	Oct-20	3.50	7.00	7.00
Efficiency improvement of trigeneration plants	Apr-21	-	188.74	251.66
Restructuring of R&D pump substation	Jun-21	-	0.88	1.50
PSC-Protoshop Photovoltaic System	Mar-22	-	-	35.70
Application of MiTE National Plan	Oct-22	-	-	631.32
Reduction in Centro Stile ATU consumption	Jul-22	-	-	17.10
Adjustment of low light system according to production times	Nov-22	-	-	12.40
Paintshop energy efficiency	May-22	-	-	925.00
Replacement 6 TLC Rooftops	Feb-22	-	-	127.48
Total reduction in emissions [tCO₂]		3,876.79	4,778.0	5,856.76

*The reductions in CO₂ emissions for 2022 are currently being validated according to ISO 50001 and the Carbon Neutrality program

For the complete list of reduction targets, see the chapter on energy consumption.

Goals

The table below shows a goal to reduce CO₂, planned to start in the 2024-2026 period.

TITLE	Goal	Actions	Time-frames	Status	Notes
BIOMETHANE PROCUREMENT	Reduction of CO ₂ emissions	Procurement of biomethane instead of natural gas	2024 -2026	 IN PLANNING STAGE	Estimated CO ₂ reduction: 12,450 t/year

For the complete list of reduction targets, see the chapter on energy consumption.

Indicator

GHG Emissions Reduction annual ratio (R _a)	2020	2021	2022
RA = VAR-GHGE / BAA-GHGE	0.752	0.727	0.695

For 2022, the annual ratio between the Verified Annual Residual GHG emissions and Baseline-Adjusted Annual GHG emissions (Ra = VAR-GHGE / BAA-GHGE) is currently being finalized.

There was a 43.85% fall in 2022 compared to the 2014 baseline year.

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CO₂ emissions offsetting

Lamborghini's commitment since 2015 has been that of maintaining the manufacturing facility CO₂ neutral in the years to come.

Offsetting the CO₂ emissions from the use of electricity is performed through the purchase of Green Certificates: these certify the renewable origins of the energy sources used from registered plants. Each certificate has a value of 1 MWh and is issued according to the amount of electricity sent to the grid by the registered plants.

The remaining CO₂ emissions are offset by purchasing *carbon credits*: 1 "carbon credit" represents the unit of reduction or removal of greenhouse gases generated by a project, corresponding to one tonne of CO₂ equivalent, which can be traded and sold on a carbon market. All credits are certified and recorded in the Eco2care VER (Verified Emissions Reduction) Registry, managed by CE.Si.S.P. -the Inter-University Center for the Development of Product Sustainability- in Genoa.

CO₂ emissions offsetting projects

PROJECT	Origin	Description
BICYCLE MOBILITY 	Italy City of Bologna The Bologna Carbon Market (BoCaM) is a market for voluntary carbon credits developed by the City of Bologna	Creation of city cycle lanes and urban reforestation actions linked to bicycle mobility <i>Notes:</i> <i>the project came to an end in 2017</i>
REFORESTATION 	Italy Planting of bamboo trees to increase the capture of greenhouse gas emissions Società Agricola Bambù srl - Municipality of Montemilone (PZ)	Reforestation of intensively-farmed arable land with a bamboo forest to maximize the capture of greenhouse gases and protect the soil from hydrogeological risks and erosion Bamboo roots are an excellent solution to hydrogeological instability and a natural and effective water and air purifier, removing a large amount of CO ₂ (carbon dioxide). Through the process of photosynthesis, the forest can capture up to 4 times more CO ₂ than a young forest, and produces 35% more oxygen <i>Notes:</i> <i>the project came to an end in 2019</i>
TREE PLANTING PROJECT 	Italy Tree and shrub planting project in an area neighboring Sant'Agata Bolognese to reduce greenhouse gas emissions and increase biodiversity Automobili Lamborghini project	Tree and shrub planting in an area neighboring Sant'Agata Bolognese. The carbon capture achieved by the tree planting project will be certified by a third party To date, 2500 trees have been planted: specifically, 1400 trees and shrubs were planted in March 2022 in an area of around 1.6 hectares in the municipality of San Giovanni in Persiceto, while in October 2022, 1100 trees and shrubs were planted in an area of around 1.7 hectares in the municipality of Nonantola
CARBON CAPTURE & STORAGE 	Italy Sustainable agriculture project "Valle Capitanìa" in the province of Rovigo "Valle Lagunare" - Val Dogà, Caposile - Venice	Natural CCS (Carbon Capture and Storage) mechanism. Using a natural mechanism by which brackish water captures atmospheric CO ₂ and transfers it to underwater photosynthetic systems (algae and aquatic plants), the lagoon captures CO ₂ and stores it in the muddy subsoil, naturally and using no artificial mechanisms. This natural process is enhanced by the traditional and historic practices of these lagoon fishing waters (dating back to the 5th century), and involves sustainable, optimal environmental management for carbon dioxide capture

Final statement of CO₂ emissions

Below are the greenhouse gas emissions sources that have been neutralized in the past three years:

* The greenhouse gas inventory for 2022 is currently being validated

	2020	2021	2022*
Total emissions neutralized [tCO ₂ /year]	22,253.34	24,080.65	24,853.73
Purchase of Green Certificates for electricity [tCO ₂ e]	-10,003.92	-9,373.44	-16,193.08
Purchase of <i>carbon credits</i> [tCO ₂ e]	-12,249.42	-14,707.21	-8,660.65
Residual emissions [tCO ₂ e]	0	0	0

All information relating to the method used to identify the operational boundaries, to determining the GHG emissions associated with them, to identifying the actions which aim to minimize these emissions and to the reporting of the results obtained are detailed in the Neutrality Report, an internal document prepared by the Environmental Manager and audited by the certification body.



2.3/



Water consumption



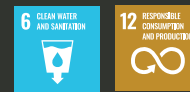
Key results in 2022

-34%
Specific water consumption per vehicle vs 2010

Goals

Specific water consumption per vehicle
-35%
vs 2010 by 2025

Reference SDGs



Water consumption sustainability is a top priority for companies today because the environmental impacts of water consumption include the reduction of available water resources, essential for life, as well as a reduction in the quality of the resource after its use.

Use of water resources

Water for Automobili Lamborghini premises is taken from the **local mains supply** and from **four wells belonging to the Company**. The water taken from the mains supply mostly serves non-industrial purposes (bathrooms, canteen services and cleaning). In recent years, the Company has shown a strong commitment to decreasing the use of potable water while gradually increasing its use of well water.

The Company wells currently supply the production process, water testing, vehicle and body shell washing, topping up of the autoclave coolant water, air cooling and treatment systems, and the irrigation of green areas.

The Company is working on improving its environmental performance relating to water consumption. The following **water-saving solutions** are already in place:

- **water-efficient robot** for washing body shells that uses heated water from the autoclave work cycle;
- **partial recovery** of the water used for water testing and vehicle washing;
- **rainwater collection tank** for irrigation of the green areas around the Office Block;
- cooling system serving the RTM line (CFK), which allows the water in the thermoregulator heat exchangers to be cooled instead of using non-reusable water;
- closed-loop chilled water generation and distribution system at the secondary site at Via Lamborghini 30, which allows the temperature of the installed systems to be controlled during operation, which would otherwise use up to 32,000 m³ of non-reusable potable water per year.

In 2022, the Company also:

- submitted an application for a non-substantial amendment to the Single Environmental Authorization in order to use the water discharged from the treatment plant for irrigation purposes;
- carried out improvement actions and operations in relation to the management of water meters through mapping and remote management of the meters.

Before discharging into the municipal sewage system, industrial waste water is treated at the chemical-physical treatment plant.

Performance

In 2022, the total water consumed was 303,189 m³.

The overall water consumption in 2022 was less than in 2021 (when there was an increase in potable water consumption due to the presence of leakages in the old internal distribution system, which were repaired in August 2022).

The largest percentage of water consumed comes from well water, accounting for 72% of the total. This resource is crucial for Lamborghini, which has initiated the process for obtaining an update of the existing abstraction authorization.

The rise in well water consumption for industrial use over the three-year period is linked to the new Paintshop becoming fully operational, as it uses significant quantities of water for the air treatment systems and for washing the painting lines.

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	2020	2021	2022
Potable water consumption (m ³)	68,670	137,281	83,584
Well water consumption (m ³)	176,459	196,292	219,606
Total water consumption (m ³)	245,129	333,573	303,189
Well water consumption as % of total	72%	59%	72%

Indicators

POTABLE WATER

REDUCED CONSUMPTION
COMPARED WITH 2021

Indicators were defined to represent Automobili Lamborghini's use of water, relating potable water to the number of employees (non-industrial use) and well water to the production of vehicles or body shells (industrial use). The data for the 2020-2022 three-year period is reported below:

	2020	2021	2022
Potable water consumption per employee (m ³ /employee)	39	72	41
Well water consumption per vehicle produced (m ³ /vehicle)	24	24	22

The indicator for potable water consumption per employee is again in line with the 2020 figure, while the indicator for well water consumption per vehicle produced is again in line with the trend in previous years.



Goals

Automobili Lamborghini aims to achieve a 35% reduction in water consumption (specific per vehicle) by year-end 2025 compared to 2010. The following table shows the trend of the indicator over the past three years:





-35%
SPECIFIC WATER CONSUMPTION PER VEHICLE
 VS 2010 BY 2025

	2010 baseline year	2020	2021	2022
Total water consumption per vehicle produced* (m ³ /vehicle)	46.2	33.7	40.17	30.54
% reduction achieved compared to 2010	-	-27%	-13%	-34%

* Total consumption includes industrial water and potable water



Several improvement measures were defined in relation to this goal and moved forward in 2022, as shown in the following table, which will contribute to bringing down water consumption:

TITLE	Goal	Actions	Timeframes	Status	Notes/Updates
RECOVERY OF CONDENSATE WATER IN THE PAINTSHOP	Reduction in consumption of industrial water. This is expected to save around 20,000-30,000 m ³ /year of water 2022 update: following the 2023/2024 planned expansion of the Paintshop, the condensate from the newly installed plants will also be recovered through this system	Installation of a Paintshop condensate water recovery system connected to the Energy Hub	Dec-20	 COMPLETED Recovery interrupted in 2021	The condensate water recycling system was suspended in June 2021 due to a technical problem related to water quality In 2022, an analysis was conducted of the causes that could influence the quality of condensate water and of the treatment systems able to guarantee the quality of the condensate water
RECOVERY OF THE WATER DISCHARGED BY THE TREATMENT PLANT	Reduced consumption of industrial water (around 10,000 m ³)	Use of water discharged from the treatment plant for irrigation Submission of an application for a non-substantial amendment to the Single Environmental Authorization	Jul-23	 IN PROGRESS	In 2022, following the completion of the feasibility study and of the project, an application was submitted for a non-substantial amendment to the Single Environmental Authorization. The issue of the approved amendment is currently pending
AUTOCLAVE 1 and 3 WATER RECOVERY SYSTEM	Installation of a water recovery system for autoclave 1 and 3 (-5,000 m ³ /year)	Equipping of autoclave 1 and 3 in the Composites Department with a closed-circuit water recovery system as for autoclave 3	Dec-17 Modified Sept-22	 REMOVED	The goal was picked up again in 2022, assessing the solution as optimal for the recycling of water from autoclave 1 and 3 and identifying the evaporator tower as a solution. Following an additional cost-benefit analysis and in view of the upcoming technological changes within the department, the goal was removed
REMOTE MANAGEMENT OF WATER METERS	Remote monitoring of water consumption and leakages	Mapping of the meters throughout the facility and their remote management, and installation of additional meters	Dec-20 Postponed to Dec-23	 IN PROGRESS	In 2022, the mapping of the meters was completed. Twenty meters, all with remote management of flow information, were installed on the well water line. Meter installations on the potable water line are in progress

2.4/



Waste production



Key results in 2022

-6.5%
of total waste per vehicle
produced vs 2021

+18%
waste for recovery vs 2021

-49.6%
waste for disposal
(specific per vehicle) vs 2010

Goals

Production of waste for disposal
(specific per vehicle)

-35%
vs 2010 by 2025

Reference SDGs



The main types of waste produced in the Automobili Lamborghini facilities are listed below:

Hazardous/non hazardous special waste:

- paper and cardboard packaging, wood, mixed materials, iron;
- contaminated rags (from surface cleaning);
- booth filters (painting, lamination, grinding, sandblasting, etc.);
- paint, solvent and sealant residues (from painting process);
- wash water and solvent-contaminated aqueous solutions (from painting process);
- waste abrasive materials (from sandblasting and machine tooling);
- emulsions (from machine tools);
- sludge;
- contaminated steel and plastic packaging;
- iron, steel and aluminum demolition waste;
- car parts, tires and end-of-life vehicles (quality control rejects, prototypes, motorsport or crash-test vehicles);
- carbon fiber scraps (from the Composites site).

Waste similar to urban refuse: paper, plastic, glass and organic waste from canteen facilities, refreshment areas and offices.

The temporary waste storage area covers a surface area of about 4,500 m² with a dedicated porter's lodge, a weighbridge, a covered area for charging forklifts and a warehouse for the storage of hazardous waste. Paved areas in high-strength concrete were created in the outside yard for the placement of containers, the stationary presses, and the boxes and tanks required for the separate collection of materials from the production departments. Specialist workers collect and sort the special waste produced across the entire site and transfer it to the waste storage area.

Automobili Lamborghini maintains a high level of commitment to improving its environmental performance and, in order to reduce waste production, is implementing the following measures:

- definition of waste collection and sorting **procedures and methods**;
- regular measurement and **monitoring** of waste production;
- inclusion of clauses in its contracts with waste disposal contractors to avoid sending waste to landfill where possible and to **prioritize recovery**. Lamborghini requires that priority is given to recovery over landfill disposal in the technical specifications of the waste disposal contract.

CIRCULAR ECONOMY

IN OUR COMPANY, WASTE ACQUIRES VALUE WITH KNOCK-ON BENEFITS FOR THE ENVIRONMENT AND SOCIETY

For some years, our company has been working on the transition from a linear economy (based on production-use-disposal) to a circular economy, pursuing the goals of sustainability and environmental protection.

The circular economy lays the foundations for sustainable growth in a context where natural resources and the environment are under continuous pressure from ever-increasing production and consumption.

The circular model involves the recovery of production waste that would otherwise be sent for disposal. By applying the circular model, therefore, waste acquires value with knock-on benefits for the environment and society. **For the purpose of maintaining and promoting activities aimed at circularity, previously initiated projects for the recovery of carbon fiber and leather scraps with the technical institute ExperisAcademy (Fornovo di Taro) and Coop Cartiera (Marzabotto-Bologna) respectively, are still ongoing.**

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CONSTANT PRODUCTION GROWTH, DECREASE IN WASTE FOR DISPOSAL

PROCESS OPTIMIZATION AND COLLABORATION WITH SERVICE PROVIDERS HAVE ALLOWED THE CONTAINMENT OF WASTE PRODUCTION AND EFFECTIVE RECOVERY

Indicators

Indicators were defined to represent Automobili Lamborghini's production of waste in detail in relation to the number of vehicles produced:

- total annual production of waste per vehicle produced (total kg/year*vehicle);
- total annual production of waste sent for disposal per vehicle produced (kg of waste for disposal/year*vehicle).

The waste production data for the 2020-2022 three-year period is reported below:

Performance	2020	2021	2022	Unit of measurement
Non-hazardous waste for recovery (excluding metal waste)	789	889	957.75	t/year
Non-hazardous waste for disposal	552	1,042	707.41	t/year
Hazardous waste for recovery	180	242	352.83	t/year
Hazardous waste for disposal	395	293	216.11	t/year
Metal waste	200	292.2	864.84	t/year
Total waste recovered (excluding metal waste)	969	1,131	1,310.58	t/year
Total waste disposed of	947	1,334	923.51	t/year
Waste not linked to production	34	29	16.49	t/year
Total annual production of hazardous waste	575	534	568.94	t/year
Total annual production of waste	2,151	2,786	3,115.43	t/year
Vehicles produced	7,267	8,302	9,926	no.
Total annual production of waste per vehicle produced	296	336	313.86	total kg/year*vehicle
Total waste sent for disposal per vehicle produced	130	161	93.04	kg of waste sent for disposal/year*vehicle

The total amount of waste produced in 2022 was 3,115 tonnes, a 12% increase over the previous year.

In 2022, despite notable production, waste production was contained. Furthermore, despite the increase in waste produced, the share of waste for recovery increased (70% of total annual production), thanks in part to the collaboration with disposal service providers.

In 2022, the painting of body shells increased: as also detailed in the improvement plan, by **optimizing the washing processes** and reducing the water used, it was possible to reduce the quantities of waste produced by the painting processes (code 08.01.20 - Aqueous suspensions containing paints or varnishes).

In 2021, 4,968 body shells were painted, producing 1,028 tonnes of waste, while in 2022, 5,816 body shells were painted, producing 702 tonnes of waste.

70%

WASTE FOR RECOVERY

IN 2022



Goals

Automobili Lamborghini is committed to a 35% reduction in the production of waste sent for disposal (specific per vehicle) by 2025 compared to 2010. The following table shows the trend over the past three years:

-35%

WASTE PRODUCTION



FOR DISPOSAL
VS 2010 BY 2025

	2010 baseline year	2020	2021	2022
Production of waste for disposal per vehicle produced (m ³ /vehicle)	184.52	130	160.70	93.04
Reduction achieved (%)	-	-29%	-12.8%	-49.6%

In 2022, the trend shows a clear improvement compared with 2021, enabling the goal to be achieved early due to an increase in the waste sent for recovery and to the optimization of the most significant processes.



Several improvement actions were defined in relation to this goal, as shown in the following table:

TITLE	Goal	Actions	Timeframes	Status	Notes/Updates
RECOVERY OF CARBON FIBER SCRAPS	35% reduction in waste sent for disposal (per vehicle produced) by 2025 compared to 2010	Study of carbon fiber recycling and approval of recycled fiber products to be used subsequently in vehicles	12/01/2019 Dec-22	 SUSPENDED	In 2022, the contract was not renewed and waste has not been sent for recycling through this project
REUSE OF CARBON FIBER BY-PRODUCTS	Reduction in amount of waste per vehicle produced	Project involving the analysis and validation of a process for reuse of the scraps generated by the CFK production process, to be supplied as by-products to an engineering training institute	Renewed until 12/31/2023	 IN PROGRESS	Technical feasibility of the reuse of carbon fiber scraps by engineering institute assessed with positive outcome; the project was renewed until 12/31/2023 Quantity of scraps supplied in 2022: ca. 616 kg



TITLE	Goal	Actions	Timeframes	Status	Notes/Updates
RECOVERY OF LEATHER SCRAPS	Reduction in amount of waste per vehicle produced	Sending of the leather scraps from the Upholstery Department to a company that guarantees their reuse	Renewed until Dec-22	 IN PROGRESS	<p>Ongoing feasibility assessment of projects to reuse leather scraps from the Upholstery Department as well as benchmarks with other companies</p> <p>Continuation of the collaboration with a local cooperative involving the reuse of some of the leather scraps to make small Lamborghini-branded leather objects. Quantity of scraps supplied in 2022: 6.15 t</p> <p>In 2022, no scraps were sent to the cooperative in L'Aquila and the contract ending 05/2022 was not renewed</p> <p>Following the analysis conducted in 2022 to characterize the leather scraps, it was verified that if the scraps are managed as waste, they can be sent for recovery (R3) rather than disposed of as was the case with the previous waste management service provider</p>
REDUCTION IN RAG AND ABSORBENT MATERIAL DISPOSAL	Reduction in amount of waste per vehicle produced	Study regarding the replacement of disposable rags and absorbent materials with washable ones	Dec-20	 REMOVED	<p>Study regarding the replacement of disposable rags and absorbent materials with washable ones. Use in identified areas now being tested</p> <p>Goal removed due to difficulties in organizing the incoming/outgoing materials logistics flow</p>
REDUCTION OF LIQUID WASTE GENERATED BY THE PAINTSHOP	Reduction in amount of waste sent for disposal	Study of possible treatment systems able to recover wash water from Paintshop water-based circuits	Postponed to Dec-23	 IN PROGRESS	<p>The search is still ongoing for a system able to recover wash water from the Paintshop water-based circuits through special treatment facilities for this type of waste, with the aim of finding financially sustainable solutions</p>
REDUCTION IN WASTE SENT FOR DISPOSAL	Reduction in amount of waste sent for disposal 99% of waste for recovery (without considering energy recovery R1) by 2050	Identification of the greatest amount of waste that can be sent for recovery with the collaboration of the waste management service provider	2030	 IN PROGRESS	<p>Ongoing identification of the waste that can be sent for recovery with the collaboration of the waste management service provider. 2022 Status: 66% of special waste for recovery (excluding R1); 70% of special waste for recovery</p>

2.5/



Use of substances containing Volatile Organic Compounds (VOCs)



Key results in 2022

-73.7%

of specific VOC emissions per vehicle vs 2010

Goals

Reduction in VOC emissions

-35%

vs 2010 by 2025

Reference SDG



The use of solvent-containing products is a critical environmental management issue for Automobili Lamborghini. For example, solvents are used for cleaning vehicle body components and molds and in vehicle finishing, coating and painting.

Heavy use of solvents leads to high Volatile Organic Compound (VOC) emissions levels. Pursuant to Article 268(11) of Italian Legislative Decree no. 152/2006, as amended, a VOC is defined as any organic compound having a vapor pressure of 0.01 kPa or greater at 293.15 K (20 °C), or having a corresponding volatility under specific conditions of use.

VOCs, which can cause a range of negative effects on the health of living things, are carefully monitored by Automobili Lamborghini, including to ensure compliance with the limits established under Article 275 of Italian Legislative Decree 152/2006, as amended.

Activities monitored include:

- cleaning of surfaces with a solvent consumption greater than 2 t/year (all departments);
- adhesive coating with a solvent consumption greater than 5 t/year (CFK Center and Upholstery Department);
- coating of metal and plastic surfaces with a solvent consumption greater than 5 t/year (CFK Center);
- vehicle finishing with a solvent consumption greater than 0.5 t/year (Finishing Department);
- vehicle coating with a solvent consumption greater than 0.5 t/year (Paintshop).

The Paintshop employs technologically innovative equipment and 95% of the colors used are water-based. Moreover, solvent emissions are extremely low, thanks to an afterburner that can recover heat and reuse it to heat the ovens on the painting line.

Solvent management plan

As it comes under the remit of Article 275, the Company presented a mass balance in March 2022 regarding its Surface Cleaning and Vehicle Coating activities in 2021.

For Surface Cleaning, the value determined for fugitive emissions (0.91 t/year of VOC), compared with the relative figure for solvent inputs (5.59 t/year), demonstrates compliance with the limit for fugitive emissions, which cannot exceed 20% of the input.

For Vehicle Coating, total emissions (3 t/year of VOCs) comply with the permitted level (58.4 t/year). The Paintshop became fully operational in April 2021, and thus the 2021 mass balance reported in the solvent management plan refers to the period of May to December.

The Company will publish its solvent management plan for 2022 by March 31, 2023 for Surface Cleaning and Vehicle Coating activities.



-35%
VOC EMISSIONS
 VS 2010 BY 2025

* excluding Paintshop

Goals



Automobili Lamborghini has made a commitment to achieve a 35% reduction in the portion of Volatile Organic Compounds emitted into the atmosphere (specific per vehicle) by 2025 over its 2010 baseline. The following table shows the trend of the indicator over the past three years:

	2010 baseline year	2020*	2021	2022
Volatile Organic Compounds emitted into the atmosphere (t/year)*	3.53	4.43	7.33	7.45
Volatile Organic Compounds emitted into the atmosphere (kg/vehicle)	2.9	0.61	0.88	0.75
Reduction achieved (%)	-	-78.80%	-69.00%	-73.7%





Several improvement actions were defined in relation to this goal, as shown in the following table:

TITLE	Goal	Actions	Timeframes	Status	Notes/Updates
SOLVENT REDUCTION	Group target by year-end 2025: 35% reduction in specific VOC emissions compared to 2010 (kgVOC/vehicle)	Reduction in the use of solvent-based products in the production departments (CFK, Paintshop, Finishing)	Annual goal up to 12/31/2025	 IN PROGRESS	2022: preliminary assessment of substances with the aim of finding alternatives with a lower quantity of VOCs. 2022 reduction: -73.7%
SOLVENT REDUCTION	Group target by year-end 2025: 35% reduction in specific VOC emissions compared to 2010 (kgVOC/vehicle)	Creation of a list of low-solvent products deemed safe and environmentally suitable in order to prioritize their use in the different Company areas	Annual goal up to 12/31/2025	 IN PROGRESS 2022 GOAL ACHIEVED	Implementation of Company software to assess chemical input, including an environmental assessment of solvent content The software will constitute a database that can be consulted by all technicians, who will also be made aware of and trained on the preferable properties Database implemented in June 2021

Atmospheric emissions

The emissions released from the plant into the atmosphere can be classified as follows:

- emissions deriving from production operations (e.g., gluing, sandblasting, grinding and trimming of carbon fiber parts and resin-based fillers; oil fogs deriving from CNC processing; and Volatile Organic Compounds released from the use substances containing these compounds, etc.);
- combustion fumes from heating systems;
- exhaust gases produced during engine and vehicle tests;
- ovens for curing carbon fiber parts.

The data for the total annual emissions into the atmosphere for 2022 is provided below:

ANNUAL VOC MASS FLOW (expressed as total organic carbon) t/year	ANNUAL NOx MASS FLOW t/year	ANNUAL CO MASS FLOW t/year	ANNUAL PARTICULATE MATERIAL MASS FLOW t/year	ALKALINE SUBSTANCES MASS FLOW t/year	OIL FOG MASS FLOW t/year
7.45	23.71	153.28	2.85	0.0001	0.019



Reference SDGs in chapter





3.0 / Non-significant
environmental
aspects

3.1/

Training, information and communication

Reference SDG



Automobili Lamborghini also aims to set an example on environmental issues for its employees and their families. This commitment is implemented through many activities and initiatives at Lamborghini Park, through the internal and external communication of all information on the Environmental Management System and through environmental communications campaigns, to ensure all personnel make a contribution toward continuous improvement. We will now look at the Company's main projects.

Automobili Lamborghini participates in the United Nations Global Compact

The Company has taken part in the United Nations Global Compact since 2020, a strategic initiative developed from the desire to promote a sustainable global economy. A clear commitment to work toward the adoption of an increasingly sustainable and responsible policy. The initiative also offers a significant opportunity, such as participation in acceleration programs on priority topics. **In 2022, Automobili Lamborghini took part in the “Climate Ambition” and “Target Gender Equality” accelerators.** These are important programs that enable continuous updating in order to pursue a strategy on today's most pressing issues.

Furthermore, Automobili Lamborghini supports the United Nations Sustainable Development Goals.

Clean energy, climate action, responsible production and economic growth: these are just some of the goals the UN has included in its program that aims to respond to the new global challenges for a brighter and more sustainable future. **Lamborghini has made 14 of the 17 goals its own, to create a fairer, more sustainable future marked by progress, recognizing the UN SDGs as important guidelines to give everyone the possibility of living in an environmentally, socially and economically sustainable world.**

The full document is available at www.lamborghini.com.

Internal communications campaigns

The growth that Automobili Lamborghini has experienced in recent years has always been accompanied by a consistent vision: that people are at the heart of its business concept. This vision has guided the evolution of the Company's People Care program, which it launched in 2013 with a policy of actively listening to its employees. To develop the project, Automobili Lamborghini started from a detailed internal survey aimed at mapping the Company's Well-Being Index. This index was instrumental in identifying the main areas for improvement in relation to the three pillars of well-being (Body, Mind and Purpose) and allowed the development of a specific action plan, ensuring interaction between individual needs and collective aspirations oriented toward creating shared value.

Thus, the Lamborghini FEELOSOPHY was born, the natural evolution of years of activity during which employees were placed at the heart of its business, and the perfect synthesis of the Company's holistic approach to caring for its people. The project includes longstanding initiatives related to parenting and to physical and mental well-being, and is now enriched with new proposals dedicated, for example, to sustainable nutrition, emotional management, and the importance of sleep. The new well-being program also aims to promote the development of a community and of opportunities for people to meet and discuss issues, for



example, through podcasts and talks, which increase employee engagement, strengthening their sense of belonging and team spirit.

There have been various Lambo Podcasts and Lambo Talks during the year on sustainability and on respect for the environment in all its forms. The first of these digital events was on Earth Day, when employees were invited to reflect on crucial issues such as the enormous challenge of climate change.

A further contribution to the **#Project1Hour** initiative, the event was organized by the Volkswagen Group through a global campaign **involving its more than 660,000 employees**, and was an opportunity to reflect on climate change and on the impact of our behavior and habits on the planet.

There were also numerous internal communications campaigns on environmental topics via all internal channels, such as the LIFE intranet portal and the WeLambo app, all aimed at raising awareness of the impact of each of our actions and how we can make a difference in our daily lives.






As well as the periodic communication campaigns, the latest edition of our internal magazine *Focus*, which since 2021 has become a sort of Yearbook, was dedicated entirely to an in-depth study of the Environmental, Social & Governance (ESG) framework, with a view from inside and outside the world of Automobili Lamborghini and with the aim of giving visibility to our projects and improvement targets, describing how our Company sets an example with its commitment to the environment and the local area it works in.



With the aim of always increasing employee engagement, including outside work, we have continued to use Lamborghini Park in recent years to encourage the development of an environmental culture and environmental education for new generations. Specifically, these have included events organized for employees and their families, while also being open to residents of Sant'Agata Bolognese, involving thematic events structured around environmental topics.

Transport survey

In 2022, a new transport survey was launched to assess and reduce the impact on the environment of Lamborghini employee commuting, in order to build a sustainable transport project together. At the same time, **following the stop caused by the pandemic, the carpooling service in partnership with Jojob was resumed. This service aims to encourage the sharing of car journeys between home and work with a cashback benefit accrued for each trip.**

A summary of our main ongoing projects related to this environmental aspect is provided below:

TITLE	Goal	Actions	Timeframes	Status
INTERNAL COMMUNICATION	Raising employee awareness of environmental issues	Launch of internal communication campaigns including podcasts and talks on environmental issues (carbon neutrality, recycling, energy savings, water consumption, etc.)	Periodic information campaigns (same goal each year)	 IN PROGRESS
WELCOME KIT	Improvement in communications on environmental and energy matters	Creation of a specific "welcome kit" for new hires, composed of a manual dedicated to Company environmental and energy initiatives	Delivered periodically to new hires	 IN PROGRESS
EVENTS AT LAMBORGHINI PARK	Raising awareness among employees, their families and the community at large on environmental matters	Organization of sustainability-themed events at Lamborghini Park	Periodic renewal	 IN PROGRESS
ENVIRONMENT/ SAFETY/ENERGY TRAINING	Awareness of the correct management of environmental aspects within the Company and improvement goals (Participation must be at least 85%)	Delivery of training The "Environmental protection at Lamborghini" course available on the "Lamborghini Learning Place"	To be completed in the first 3 months after hiring	 IN PROGRESS
COMPANY CARPOOLING SERVICE	Company carpooling service app	Implementation of a Company carpooling service which allows employees to share their commutes in a convenient, cost-effective and flexible manner. The service will also allow CO ₂ emissions reductions to be measured. Use encouraged through fuel coupons	Periodic renewal	 RESUMED IN 2022
ENVIRONMENTAL TRAINING FOR TOP MANAGEMENT	Environmental training for Top Management (Participation must be at least 85%)	Preparation of a compulsory training program for Top Management on environmental sustainability	Periodic renewal (First sessions completed in Sept-21, new training sessions available in 2022)	Training course undergoing updating for 2023. The sessions will run in July 2023

TITLE	Goal	Actions	Timeframes	Status
ELECTRIC VEHICLE CHARGING STATIONS	<p>Provision of free electric vehicle charging infrastructure for employees to encourage electric vehicle use</p> <p>Reduction of traffic-related CO₂ emissions and noise</p>	Installation of new electric vehicle charging infrastructure in employee parking lots	Dec-23	<p>2020: 5 charging stations installed and active within the facility</p> <p>2022: 14 charging stations installed within the facility, of which 10 are active</p> <p>2023: planned installation of 7 additional charging stations</p>
PLASTIC FREE PROJECT	<p>Awareness-raising among employees on the topic of plastic packaging production</p> <p>Reduction of plastic packaging by up to 3.5 t</p>	<p>Use of paper and fully biodegradable organic materials instead of plastic for cups and cutlery packets, and bread provided without packaging</p> <p>Free water bottles for employees to replace disposable plastic bottles</p>	Periodic renewal	 <p>IN PROGRESS</p>
SPECIFIC ENVIRONMENTAL TRAINING COURSE	Awareness of the correct management of environmental aspects within the Company regarding the Single Environmental Authorization (Participation must be at least 85%)	Preparation of a specific training program for technicians directly involved in environmental management	Periodic renewal	 <p>IN PROGRESS</p> <p>New sessions in February/March 2023</p>



3.2/ Biodiversity



Key results in 2022

Continuation of various biodiversity protection projects

Goals

Contribute to safeguarding biodiversity, working with the local community and organizing activities to promote environmental education

Reference SDGs



Lamborghini Park

In 2011, the Company launched “Lamborghini Park”, an initiative developed in collaboration with the Sant’Agata Bolognese community and the universities of Bologna, Bolzano and Munich. The project involved the planting of young oak trees (*Quercus robur*) in an area covering about 7 hectares according to a planting pattern replicated in various European countries (Germany, Poland, Belgium, Hungary). **Its goal is to better understand the relationships between tree density, forestry productivity and the ability to sequester CO₂ emissions, and to maintain biodiversity according to the climate.**

After several years of planting, analyses and assessments were conducted to calculate the increase in soil carbon content as a function of planting density. The study of the planting within Lamborghini Park provides valuable information on carbon dynamics in natural woods and information on how to maximize carbon capture in reforested areas and artificial woods.

The table reports the trend in carbon sequestration by the tree biomass and soil as well as the tonnes of CO₂ equivalent. The data underlines the increase in the capacity to sequester CO₂ emissions with time and with the gradual establishment and growth of tree varieties.

	2020	2021*	2022*
Carbon storage (expressed in tonnes of C) in Nelder wheel plants	8.1	11	12
Carbon sequestration in the tree biomass and soil (expressed in tonnes of C)	90	120	153
Carbon sequestration in the tree biomass and soil (expressed in tonnes of CO ₂)	330	349	445

Source: University of Bolzano
* trend-based estimates

PLANTING OF OAK TREES IN AN AREA OF CA. 7 HECTARES

Along with the large area dedicated to the Oak Forest research project, the **Biodiversity Area** was created in 2011, **a green space with an educational-informational mission and divided into various areas.**

In one area, a kind of botanical garden has been created with the main lowland tree species and a shrub garden. The aim was to establish a collection of tree and shrub species for clear and functional educational use.

Another area shows the ways in which single species growing in the arboretum and in the shrub zone are organized and constitute well-defined environments, such as the hygrophilous wood (which is located on very wet soils), the mesophilic wood (on drier ground), hedgerows and planted tree rows. In this area, other habitats can be observed, such as the mixed-grass meadow (made up of many herbaceous species), the marshy wetland, the stagnant wetland, as well as the different phases of

vegetation left to evolve freely. Finally, a further area was used for planting a variety of fruit trees typical of the Po Valley, which are cultivated naturally without the use of pesticides.

To demonstrate the Company's ongoing commitment to the health of its people, Lamborghini Park was revamped in 2019 with new equipment for well-being and leisure activities. A 950-m fitness trail was created, comprising 8 stations and a wellness area for fitness courses open to all employees. Some of the fitness equipment is made from FSC-certified wood (Forest Stewardship Council). Furthermore, the CO₂ emissions created by the manufacturing of the equipment were offset by the purchase of Green Certificates, which will be used for the reforestation of tropical areas. For this project, Lamborghini entered into a 15-year land lease agreement in December 2010, renewable up to 75 years.





Land use indicators

Land use indicators relating to biodiversity are reported below.

The data related to the types of areas used (total, impermeable, on-site green spaces and off-site green spaces) is reported in relation to the number of vehicles produced annually.

The total area of on-site green spaces comprises those areas of natural vegetation within the site boundaries, while the area of off-site green spaces comprises Lamborghini Park, the size of which has remained unchanged (70,000 m²) over time.

The increase in the number of vehicles produced has resulted in a decrease in the indicator for the total area of land occupied (both impermeable and on-site green spaces), but at the same time also a decrease in the indicator relating to the total area used for off-site green spaces, given that the area of Lamborghini Park remains unchanged.

Performance	2020	2021	2022
Total surface area of land occupied (m ² /vehicle/year)	43.6	41.6	34.8
Total impermeable surface area (m ² /vehicle/year)	22.1	20.7	17.3
Total surface area of on-site green spaces (m ² /vehicle/year)	3.6	3.1	2.6
Total surface area of off-site green spaces (m ² /vehicle/year)	9.7	8.4	7.1
No. of vehicles produced/year	7,250	8,302	9,926

Environmental bio-monitoring

In April 2016, Automobili Lamborghini decided to enrich the Park with an apiary in order to begin environmental bio-monitoring involving bees. Bees play a key role in maintaining ecosystems since 80% of plants depend on pollination by insects and about a third of fruit and vegetables rely on pollination by bees. Bees represent a sustainability model because they use flowers to extract energy and food, but plants receive an energy investment in return in the form of pollination.

Three of the 13 bee hives in the Automobili Lamborghini environmental bio-monitoring station are used for the production of certified Lamborghini-brand honey (distributed every year to the Company's employees). The average 3-kilometer foraging radius around the apiary includes the production plant and the entire village of Sant'Agata Bolognese. Beehive components (honey, wax, forager bees and dead bees collected in special cages placed under the beehives) were analyzed to detect a wide range of environmental pollutants: heavy metals, polycyclic aromatic hydrocarbons, dioxins and furans, as well as insecticides, acaricides, fungicides and herbicides (overall, more than 190 active ingredients) used in farming as well as municipal and private green spaces.

In 2019, analyses to detect glyphosate and antibiotics were introduced and a pilot project that uses mason bees (solitary bees belonging to the *Osmia cornuta* and *Osmia rufa* species) was set up alongside the tried and tested environmental monitoring system using bees.

Once again in 2022, as in the previous year, certain pollutants were identified in detectable concentrations from analyses conducted on the beehive components. Some of the results showed levels of certain particularly worrying pollutants above the thresholds, such as molecules belonging to the dioxin and furan group, found in the wax samples taken in August. A greater number of PAH compounds compared to the previous year exceeded the detection threshold in nearly all live bee samples and in 2 honey samples. No sample exceeded the thresholds for antibiotics (tetracycline, sulfonamide, tylosin), insecticides, fungicides or herbicides, including glyphosate, which had been found in 2019. The heavy metals tested for were within the average values for honeys, as were anions (nitrates, chlorides and sulfates).

Since the apiary's honey production is intended for employees, a botanic identification and a chemical, physical and organoleptic analysis were performed on the honey collected during the season. The planting of fields of Phacelia, a nectariferous plant of American origin, near the Park has resulted in the production of a spring wildflower honey with a significant contribution from the nectar of this plant. The honey produced during the spring-summer season included Dandelion, Wildflower with

Phacelia, Alfalfa and Lime. A complete analysis was performed on each type of honey for the presence of pollutants (pesticides, antibiotics, heavy metals, anions). None of the pollutants tested for were found in concentrations above the detection threshold level except for glyphosate, present at the detection threshold limit but below the safe level for consumption. Therefore, Lamborghini honey can be considered to be high quality and safe.

The analyses of pollen collected from the mason bee nests revealed a greater presence of iron than in the honey samples, and a greater concentration of nitrates.

Bio-monitoring results not only showed that the pollutants, not originating from Lamborghini, were below the safety threshold for honey consumption, but also the great value of wide-ranging and continuous monitoring of pollutants through bees, though it is still difficult to pinpoint the origin of the pollutants detected. Looking on the positive aspects, even though the surrounding environment features a limited number of natural areas (with the exception of the oak wood), the predominant presence of extensive crops subjected to low amounts of chemicals has limited damage to the bees and the accumulation of residues in the honey.



3.3/ Other environmental aspects linked to the vehicle life cycle

Reference SDGs



70

Reusable packaging for procurement of vehicle components

95%

VEHICLE COMPONENTS

SUPPLIED IN COMPLETELY REUSABLE CONTAINERS ACROSS THE ENTIRE PRODUCT LIFE CYCLE

-1,903

T/YEAR OF CO₂

THANKS TO THE SHIFT TO RAIL TRANSPORT

As part of a drive for increased environmental sustainability, the Logistics Engineering project aims to extend the use of standard VW Group or “special” Lamborghini containers for procurement of vehicle components and materials to virtually all suppliers. These special containers, also known as “two-way” containers, are completely reusable, unlike the cardboard (“one-way”) containers. If “special containers” are developed, all aspects relating to the quality/integrity of components, stackability, transportability, compliance with storage conditions during transport and warehousing, and safety during use are analyzed and assessed. These containers are designed and guaranteed for the entire vehicle life cycle and, where component characteristics permit it (light parts, not excessively large), the use of “green” materials is favored, for instance PPE, which is 100% recyclable. Currently, **95% of vehicle components** for all 3 models now being produced are **supplied in completely reusable** standard or special **containers across the entire product life cycle**. The remaining 5% of components (around 100 parts out of a total of 2,100) come from more difficult-to-reach and remote suppliers (typically outside the EU), and for this reason they are shipped in cardboard boxes. We will continue to pursue this target in the years to come.



Transport: Green Logistics

Green Logistics is the study of the environmental impacts of the transport, storage and handling of materials across the entire supply chain, with the aim of identifying potential opportunities for improvement.

In January 2021, a project was implemented involving the **transport of Urus body shells by rail** rather than by road, resulting in a cut in road traffic and a **reduction in CO₂ emissions** estimated at **1,903 t/year considering 2021 volumes**.

As part of the ISO 14064:2018 certification, the short-term aim is to implement and consolidate a CO₂ emissions tracking and monitoring tool for the entire production material transport network. The data collected will enable more accurate targets to be set as well as measures to be considered in the resulting environmental impact reduction plan for the network itself.

Supplier sustainability

In November 2019, Lamborghini introduced a global sustainability rating, or "S-rating", for its suppliers, with the aim of assessing the sustainability conduct of its business partners in the supply chain in terms of the risks related to human rights, environmental protection and corruption.

The rating baseline includes two flows: first, the environmental and social flow, and second, legal compliance. Under the Sustainability Rating scheme, suppliers are required to submit a self-assessment of their sustainability conduct based on the questionnaire and documents provided. The data and documents are audited by qualified third-party bodies; if doubts arise, on-site inspections are carried out. Suppliers with a negative rating are excluded from contract awards.

With regard to environmental sustainability, suppliers must have their own environmental sustainability policy including aspects such as energy efficiency, renewable energy, sustainable resource management, waste reduction and GHG emissions reporting.

Furthermore, **since October 2022, in order to obtain a positive S-Rating, suppliers must have a certified environmental management system (e.g., ISO 14001:2015 or EMAS).** Companies in the process of certification can request an extension by signing a Commitment Letter to obtain certification no later than October 2023.

This rating has become a binding criteria within the Group for awarding contracts to suppliers.

Sustainability will thus have the same weight as other important criteria in the tendering process.





4.0 / Regulatory compliance

Regulatory compliance

To make sure its activities comply with the current regulatory framework, Automobili Lamborghini analyzes the relevant environmental legislation to identify the compliance obligations applicable to its environmental aspects and how to comply. Compliance with legislative obligations is regularly assessed according to the methods described in the Environmental Management System.

Atmospheric emissions

In August 2022, a new application was submitted for a substantial amendment to the Single Environmental Authorization for the facility located at Via Modena 12 due to the addition of new air emissions and the modification or discontinuation of previously authorized atmospheric emissions. The new authorization was issued by ARPAE (Emilia-Romagna Regional Agency for Prevention, Environment and Energy) with executive resolution no. DET-AMB-2022-6079 of 11/28/2022. Some of the authorized emission points, mostly from the changes made to the Upholstery Department, have already been put into operation.

Emissions authorized under the previous authorization no. DET-AMB-2022-1763 of 04/07/2022 have been implemented and put into operation, apart from some which will be put into operation by 03/31/2023.



As the authorization stipulates, analyses are conducted periodically (annually or six-monthly) in order to check that the emission pollutant levels are within the limit values. Analysis results are recorded in the electronic register of atmospheric emissions and all checks demonstrate compliance with authorized limits.

A continuous emission monitoring system (CEMS) was installed on the Paintshop emissions abatement system, which consists of a thermal afterburner, to measure the flow rate, temperature and Volatile Organic Compounds released from the stack.

Given that some activities carried out at the facility (Surface Cleaning and Vehicle Coating) exceed the solvent use levels set out in Article 275 of Italian Legislative Decree No. 152 of April 03, 2006 regarding the use of Volatile Organic Compounds, the solvent management plan is sent to ARPAE on an annual basis and the quantities of products containing VOCs consumed annually and specified in the authorization are logged in the VOC Emissions Register.

The Single Environmental Authorization for the OOCC site includes the authorization for atmospheric emissions issued as a general authorization as per Article 272 of Italian Legislative Decree No. 152 of April 03, 2006. The authorization's requirements are complied with.

Public groundwater abstraction

Automobili Lamborghini has a permit to abstract public groundwater, issued by ARPAE for industrial, fire-fighting, sanitation and similar uses, and for irrigation of the Company's green spaces: it was issued with DET-AMB-2016-2918 of 08/21/2016 and expires on 12/31/2025.

Due to the increased demand for water resulting from the expansion of the plant, in 2021 a request to increase the



quantity of water that can be abstracted was submitted, which was followed by the substantial variation of the permit issued with DET-AMB-2021-2760 of 05/31/2021. The permit variation, which expires on 12/31/2030, increased the maximum abstraction volume to 200,000 m³/year, and established a requirement for continuous piezometric monitoring to put in place at two of the four Company wells. The aim is to check that the increased abstraction volume does not lead to a deterioration in the piezometric conditions resulting in increased subsidence risk.

Groundwater is abstracted via four wells, on which devices have been installed to measure the volume of water abstracted. The data is sent to ARPAE on an annual basis.

The amount abstracted in 2022 was 219,606 m³, and therefore a new request to increase the volume of water that can be abstracted was submitted and the feasibility of some water consumption reduction projects is also being assessed.

In compliance with Regional Regulation no. 41 of November 20, 2001 and Emilia-Romagna Regional Law no. 2 of April 30, 2015, an annual fee is paid in relation to the use and quantity of water permitted.

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Waste Management

Separate waste collection takes place in an area specifically designated for temporary storage.

Waste from the Company canteen and refreshment areas, comparable to domestic waste, is collected by the Sant'Agata Bolognese municipal refuse collector, in compliance with the current legislation.

Special waste from manufacturing is collected by carriers enrolled on the national register of environmental companies and sent for recovery or disposal at an authorized facility. During transport, the waste is accompanied by the relevant identification form as established by Italian Legislative Decree No. 152 of April 03, 2006.

All special waste generated is logged in the loading/unloading register according to the methods stipulated by applicable regulations. Each year the data is sent electronically to the competent local Chamber of Commerce via a Waste Declaration Form (MUD - Modello Unico di Dichiarazione).

Fluorinated greenhouse gases

There are numerous cooling and summer air conditioning systems within the plant that contain fluorinated greenhouse gases (F-gases), refrigerant gases that when released into the atmosphere contribute to the increase in global warming.

The systems containing these gases are subject to specific controls in compliance with European Regulation no. 517/2014 and Italian Presidential Decree No. 146 of November 16, 2018. Performing these periodic checks, which are outsourced to certified companies, allows any leakage to be identified; despite such checks, potential faults resulting in gas leakage may still occur. The results of the checks are logged and all the activities set out by the applicable legislation to ensure the optimal functioning of the systems are carried out.

Waste water

The Automobili Lamborghini plant has a separate on-site sewer system for water discharged from the production process, for stormwater runoff and domestic sewage. Waste water produced at the plant comprises:

- domestic and domestic-type waste water, which is sent to the public sewer;
- industrial waste water generated by the production process and by utility systems serving the production process, which is sent to the public sewer after processing at the Company treatment plant via discharge point "SRF_IND_N01";
- stormwater runoff sent to the public sewer via a separate drainage system;
- stormwater runoff discharging into surface water.

The discharges from the site at Via Modena 12 are authorized under the Single Environmental Authorization issued by ARPAE with executive resolution no. DET-AMB-2022-6079 of 11/28/2022, with expiry in December 2037. The authorization's requirements are complied with.

Compliance with the pollutant concentration limits in industrial waste water discharges is monitored via quarterly analyses, conducted by an external specialist laboratory. All checks show compliance with the specified limits.

Discharges from the OCCC site on via Lamborghini were authorized under the Single Environmental Authorization issued with executive resolution DET-AMB-2021-2973 of 06/14/2021.

Discharges of the following types of waste water originate from each of the two buildings making up the OCCC site (known as OCCC1 and OCCC2):

- domestic waste water and industrial waste water, sent together to the public sewer system via two discharge points, one coming from OOC1 and the other from OOC2;
- stormwater run-off from the yards and roofs, discharged into the public sewer system via two discharge points, one for each building.

The quarterly analysis required by the authorization is carried out on the two discharge points of domestic and industrial waste water.

The analysis carried out on both discharge points by Automobili Lamborghini and by the water service provider (Sorgea s.r.l.) in 2022 showed compliance with the limit values for discharge into the public sewer system, except for chlorides and ammoniacal nitrogen. The analysis carried out by Sorgea also showed the exceedance of the limit value for COD (Chemical Oxygen Demand), which was not found in the periodic analysis carried out by the Company.

The Company therefore conducted the necessary investigations to identify the reasons for these exceedances: for ammoniacal nitrogen, the cause can be attributed to the restroom discharges, and for chlorides to the water softener backwash. In agreement with the water service provider, it was decided that a deviation from the limits will be requested for chlorides and ammoniacal nitrogen due to the nature of these parameters and the limited volume of water discharged. Regarding the COD, further analysis will be carried out by Automobili Lamborghini, since this exceedance was never detected during the periodic analysis conducted by the Company and is not attributable to the production process because of the composition of the industrial waste water discharged. Before the analysis is conducted, thorough cleaning of the two drains from OOC1 and 2 will be carried out, and sampling of partial discharges will be arranged in order to analyze the waste water coming from the two buildings to try to identify and address the causes of the problem.

Noise

The municipal noise classification system is still pending approval by the Sant'Agata Bolognese Town Council. In the absence of such classification, the limits established by Italian Prime Ministerial Decree dated 03/01/1991 apply. All external noise measurements are made by a qualified acoustical engineer, as required by law. Regular measurements are not required, but preliminary noise impact assessments are envisaged in the event that projects are realized that could affect external noise levels. These assessments are examined by ARPAE during the process relating to the Single Environmental Authorization procedure and any provisions regarding the noise component are reported within the authorization.

Test certification aimed at certifying the effective compliance with the limit values after the commissioning of the systems authorized by the Single Environmental Authorization no. DET-AMB-2021-4156 of 08/18/2021 (systems relating to the ETC - Emission Test Center department) was postponed: the systems were commissioned, but the postponement was requested so that the verification of the limit values concerning the systems that have been authorized in the meantime with the subsequent authorization no. DET-AMB-2022-1763 of 04/07/2022 to be implemented by March 2023 could also be included in the noise survey. The noise impact assessment will also include verification of the limit values relating to the systems authorized with the latest Single Environmental Authorization no. DET-AMB-2022-6079 of 11/28/2022. The above mentioned communication was sent to Sant'Agata Bolognese Town Council and to ARPAE on 11/09/2022.

The noise barrier indicated in the Single Environmental Authorization was installed at the OOC site and a noise impact assessment was conducted to verify compliance with the limit values: the documentation was sent to Sant'Agata Bolognese Town Council and ARPAE in November 2022.

Energy

Heating and air conditioning systems

Automobili Lamborghini carries out periodic audits on the legislative compliance of its heating and air conditioning systems for summer and winter climate control, as set out by Italian Presidential Decree no. 74 April 16, 2013. In summary, the checks relate to:

- energy efficiency;
- the maintenance of system log books;
- scheduled and special system maintenance;
- declarations of conformity;
- the project report in the event of changes to the existing systems or construction of new ones.

Changes to existing buildings or construction of new buildings

In the case of changes to buildings within the facility or the construction of new structures, Automobili Lamborghini organizes the preparation of the following documentation through accredited bodies or experts to certify the energy characteristics of the buildings:

- APE (Energy Performance Certificate);
- AQE (Energy Qualification Certificate).

Efficient energy use

The annual energy consumption of Automobili Lamborghini is higher than the threshold of 10,000 tonnes of oil equivalent. Therefore, each year, by April 30, the name of the energy manager responsible for efficient energy use is communicated to the Italian Ministry for Economic Development in compliance with Article 19 of Italian Law 10/1991.

Each year, Automobili Lamborghini notifies ENEA (Italian National Agency for New Technologies, Energy and Sustainable Economic Development) of the energy savings achieved through the implementation of energy saving measures, including any organizational measures, as per Article 7 of Italian Legislative Decree 102 of July 04, 2014.

The reporting of savings achieved is communicated annually.

Trigeneration plants

Automobili Lamborghini has two trigeneration plants (1.2 MW each). These plants obtained the High Efficiency Cogeneration (HEC) qualification based on actual amounts after passing the necessary audit by GSE (Italy's energy service system operator). As such, the plants are entitled to state incentives under the "White Certificates" scheme. White Certificates can be traded after they have been issued each year based on the actual productivity of the plants. This can be done either via the White Certificates market (via registration of Automobili Lamborghini S.p.A. on the online platform of GME - Italy's energy market operator) or through bilateral contracts with third-party buyers (brokers or subjects required to buy), or by selling them to GSE at the rate fixed for the entire incentive period.

Electricity generation plants and purchases from the grid: fiscal compliance

Automobili Lamborghini notifies the Customs Agency of its consumption in relation to the electricity production plants as per the provisions of the Italian Excise Duties Act 504/95, as amended, for payment of the required duties and license fees as a producer of electricity. Finally, to ensure the reliability of the consumption data reported, Automobili Lamborghini has its production meters and interface protection systems calibrated by certified bodies on a regular basis.

As the owner of two trigeneration plants, Automobili Lamborghini annually notifies GSE of the quantity of electricity transferred to the grid the previous year (Fuel Mix Disclosure) as set out in Italian Ministerial Decree of July 31, 2009.

Automobili Lamborghini also sends all the necessary annual and monthly communications to the public bodies ARERA and TERNA for electricity generation facilities in the current configuration.

Fire safety management

Automobili Lamborghini S.p.A. holds the following Fire Prevention documents:

- Fire Prevention Certificate (CPI) document no. 4151, ref. 6892 of 03/17/2021 valid until 11/15/2023 for the main production site at Via Modena 12 for the activity "motor vehicle construction plant with over 25 personnel", identified at no. 52.2.C of Appendix I to Italian Presidential Decree 151/2011, and another 64 activities included in the same appendix;
- Certificate of Commencement of Business (SCIA) for fire prevention purposes, submitted following the issue of the CPI:

RECEPTION, BOUTIQUE and OFFICE building:

SCIA submitted for modification of activity 69.2.B with ref. SUAP no. 17031 of 12/16/2020.

Fire department inspection conducted and passed successfully on 05/06/2021.

COMBUSTIBLE LIQUID STORAGE OUTSIDE SSC

SCIA submitted for new activity 12.1.A with ref. SUAP no. 2698 of 03/04/2021.

Fire department inspection conducted and passed successfully on 05/06/2021.

Fire prevention project for activities 12.2.B and 3.2.B with ref. VVF no. 18698 of 07/08/2022

SCIA submitted for activities 12.2.B and 3.2.B with ref. SUAP no. 402 of 01/04/2023.

Fire department inspection conducted and passed successfully on 02/07/2023.

PRODUCTION BUILDING. SSC ASSEMBLY

SCIA submitted for modification of activity 54.2.C with ref. SUAP no. 2698 of 03/04/2021.

Fire department inspection conducted and passed successfully on 05/06/2021.

NORTH PROJECT building

Partial SCIA (ground floor only) for activity 70.2.C submitted with ref. no. 11/19/2021.

Fire department inspection conducted and passed successfully on 04/28/2022.

Full SCIA submitted with ref. VVF no. 16228 of 06/16/2022

SOUTH and Quality Center building

SCIA for activity 52.2.C submitted with ref. VVF no. 31305 of 11/18/2022.

Fire department inspection conducted and passed successfully on 02/07/2023.

ETC building

Partial SCIA for activity 52.2.C submitted on 12/29/2021 with ref. SUAP no. 17668.

SCIA upon completion submitted on 04/28/2022.

Fire department inspection conducted and passed successfully on 04/28/2022.

CPI extension for ETC building with ref. VVF no. 31408 of 11/21/2022.

WAREHOUSE (or FLC) building

SCIA submitted for new activities 70.2.C, 34.1.B, 12.2.C, 44.2.C and 36.1.B with ref. no. 32893 of 12/30/2021.

Fire department inspection conducted and passed successfully on 04/12/2022.

CPI extension with ref. VVF no. 31409 of 11/21/2022.

CFK - WEST building (or Bodyshop)

1st SCIA submitted for new activity 44.3.C with ref. no. 21213 of 09/09/2021.

Final SCIA submitted with ref. no. 3708 of 02/07/2022.

Fire department inspection conducted and passed successfully on 04/12/2022.

CPI extension with ref. VVF no. 31405 of 11/21/2022.

CFK - EAST building (or Press Shop)

1st SCIA for parts submitted for activities 44.3.C and 74.2.C with ref. no. 21303 of 09/10/2021.

2nd SCIA by parts submitted with ref. no. 32933 of 12/30/2021.

Fire department inspection conducted and passed successfully on 04/12/2022.

3rd full SCIA submitted with ref. VVF no. 27558 of 10/12/2022.

Fire department inspection conducted and passed successfully on 02/07/2023.

R&D building

SCIA submitted for modification of activity 53.3.C with ref. no. 9801 of 04/07/2022.

Fire department inspection conducted and passed successfully on 02/07/2023.

Waste storage area

SCIA submitted for new activities 34.1.B, 44.1.B, 12.2.B with ref. VVF no. 12966 of 05/16/2022.

Fire department inspection conducted and passed successfully on 02/07/2023.

Paintshop building

SCIA submitted for modification of activity with ref. VVF no. 21387 of 08/04/2022.

Protoshop building

SCIA for modification of activity (2nd floor mezzanine) submitted with ref. VVF no. 32698 of 12/02/2022.

- CPI, file no. 74521, validity extended to 04/28/2027 (Via Lamborghini 30) regarding the production plant for experimental composites, known as OOC, for the activity "plants where inflammable and/or oxidizing gases are used with overall quantities in cycle above 25 Nm³/h" identified at no. 11.C of Appendix I of Italian Presidential Decree 151/2011.

Fire safety management

The Emergency and Evacuation Plan is updated following each modification or new construction and the evacuation plans are posted in all buildings indicating exit routes and fire-fighting equipment. The Emergency Plan includes:

- the emergency management structure;
- procedures for the activation of the alarm and evacuation signal in case of fire or earthquake;
- location of assembly points.

The Company regularly provides training to all personnel to make them aware of emergency procedures. Evacuation drills are carried out regularly by emergency area (building or section).

Fire detection systems, fire extinguishers, hydrants and automatic fire suppression systems are installed on Company premises.

In addition, since 2016, two technicians are always present who are experts in the maintenance of fire-fighting systems and for emergency response in case of danger. The technicians are responsible for managing scheduled and special maintenance and for regular checks of all equipment as per the relevant legislation. The fire-fighting team is present 24/7/365.



Terre 1963



5.0 / Validation of the Environmental Statement

Validation of the Environmental Statement

The following Accredited Environmental Auditor has checked the authenticity of this Environmental Statement and its compliance with EC Regulation no. 1221/2009, amended by Commission Regulation (EU) 2018/2026:

DNV GL Business Assurance Italy S.r.l.
Via Energy Park 14 - 20871 Vimercate (Monza Brianza), Italy
Accreditation no.: IT-V-0003 Date of accreditation: 04/19/1999
EMAS registration number for Automobili Lamborghini S.p.A.: IT-001144
Date of validation of this document: 03/24/2023

The Environmental Statement for the Headquarters of Automobili Lamborghini is available in digital format on the Company website at: <https://www.lamborghini.com/it-en>.

This document is prepared every three years; data regarding the main environmental aspects and results achieved are updated every year. The next edition is expected in March 2024.



