AUTOMOBILI LAMBORGHINI 2023 ENVIRONMENTAL STATEMENT

AUTOMOBILI LAMBORGHINI S.P.A. ENVIRONMENTAL STATEMENT

Pursuant to EC Regulation no. 1221/2009 and adapted to Commission Regulation (EU) 2018/2026

Sant'Agata Bolognese (BO), Italy
Information current at 12/31/2023

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 provides an overview of the Company's environmental projects, including renewable energy use, CO_2 emissions reduction and biodiversity protection.

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

Telephone: +39 051 9597611

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 as at 12/31/2023: 2,336

Total impermeable surface area: 182,000 m^2

Total surface area of on-site green spaces: 27,984 m^2

Total surface area of off-site green spaces: 70,000 m^2 (Lamborghini Park)

Chairman & CEO: Stephan Winkelmann

Environmental Manager: Massimo Scarpenti

Email: massimo.scarpenti@lamborghini.com

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

AUTOMOBILI LAMBORGHINI PRESENTS 3 ICONIC SUPER SPORTS CARS. ITS HEADQUARTERS AND PRODUCTION PLANT HAVE BEEN LOCATED 25 KM FROM BOLOGNA SINCE ITS FOUNDATION IN 1963.

> 2,000 employees

54 countries

184 dealerships

10,014 cars produced in 2023

2024 target: hybridization of the entire product range

Automobili Lamborghini is acclaimed as being one of the most iconic and legendary automobile brands. Founded by Ferruccio Lamborghini in 1963 in Sant'Agata Bolognese, Italy, the Company's production plant is still there today. In this special place, the production line boasts some of the world's most exceptional and sought after vehicles.

At the Automobili Lamborghini headquarters, 25 kilometers north of Bologna, **over 2,000 employees** assemble iconic super sports cars that are the epitome of power and precision on four wheels. Lamborghini's current product range comprises **3 models**, including numerous **special versions** and **unique models** exclusively designed to satisfy our customers' desires. The models currently in production include: the super sports **Huracán**, the Super SUV **Urus** and the new **Revuelto**, the first V12 HPEV (High Performance Electrified Vehicle) from the car maker based in Sant'Agata Bolognese.

Automobili Lamborghini is a **global company** with a presence evenly distributed across the three macro-regions: America, Europe/Middle East/Africa and Asia Pacific. The vehicles are currently distributed across **54 markets** worldwide by a network of **184 dealerships** that, in 2023, enabled the Company to manufacture **10,014 vehicles**, an all-time record and an achievement that will go down in history for Automobili Lamborghini.

In 2024, Automobili Lamborghini will complete its hybridization program, in line with the sustainability roadmap it first presented in 2021. Named "Direzione Cor Tauri" (after the brightest star in the constellation of Taurus), the roadmap envisages the hybridization of the entire product range by year-end 2024. By the end of the decade, our product range will also include a fully electric model, a GT 2+2 preview of the Lanzador concept car, unveiled at Monterey Car Week in 2023. Then, in 2029, Automobili Lamborghini's first fully electric Super SUV will join the product range.

Besides vehicle hybridization and electrification, "Direzione Cor Tauri" also envisages the ongoing **decarbonization of the** Sant'Agata Bolognese **production plant and of the vehicle fleets in circulation**. It is on this basis that, in January 2024, Automobili Lamborghini announced a new ambitious **target of a 40% reduction in CO_2 emissions per vehicle** along the entire value chain by 2030 (compared to 2021). To achieve this target, our strategy embraces the whole Company in a concerted effort, from production, supply chain and logistics, up to the product use phase. From early 2025, supported by the greatest investment in the Company's history, this phase will cut the CO_2 emissions of the fleets in circulation by 50%, aiming for an 80% reduction by 2030.

Lamborghini's ambitious sustainability targets also include the modernization of the entire Sant'Agata Bolognese site, certificated carbon neutral back in 2015. Both the expanded plant and the new offices were built in line with the highest global standards for energy efficiency and environmental sustainability. The "Direzione Cor Tauri" program is a pact with future generations, an inspiration and a model of innovation and sustainable progress on the path toward the Company becoming fully carbon neutral by 2050.

CONTENTS

INTRODUCTION BY STEPHAN WINKELMANN

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

AUTOMOBILI LAMBORGHINI CELEBRATES ITS FIRST 60 YEARS BY PURSUING EVER MORE IMPORTANT SUSTAINABILITY GOALS

2023 was a memorable year for Automobili Lamborghini. Over the year, as well as celebrating the brand's first 60 years of passion, we also embarked on various sustainability activities, demonstrating that this aspect is of fundamental importance to us. Sustainability is indeed one of the key pillars of our corporate strategy. It is the beating heart that gives life and form to our hard work. Over the years, we have taken several significant steps towards a greener future that is more respectful of the environment. For example, we established the largest photovoltaic system in the Emilia-Romagna Region in 2009, and obtained high energy efficiency certification of our new buildings, such as of the "Torre 1963" office building, which is LEED (Leadership in Energy and Environmental Design) certified.

Sustainability, however, is not just a question of renewable energy and reduced consumption. It is also the mark we leave on the world through research and innovation. In conjunction with the major Italian and European universities, we have embarked on pioneering projects for the biomonitoring of pollutants by means of our bees, which have provided valuable information on our surrounding environment. Then there is our Lamborghini Park, a green jewel opened in 2011. As well as an oasis for the local fauna, it has become an ally in tackling climate change, absorbing CO_2 and carbon through its oaks and fertile soil.

Lamborghini's commitment indeed covers many fronts in which the Company operates. It includes two reforestation initiatives that involved the planting of 2,500 trees overall, in the nearby towns of San Giovanni in Persiceto and Nonantola, and the sustainable organization of the Lamborghini World Finals in Rome, ISO 20121-certified by TUV. Efforts that are recognized internationally, including by the German Institute for Quality and Finance (ITQF), which in 2023 declared our Company "Sustainability Champion 2023/2024", an award that replaces the Green Star Award that Automobili Lamborghini won two years in a row.

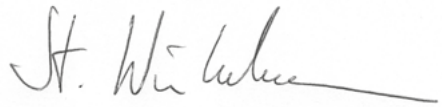
Within the context of major transformation, everyone needs to contribute to achieving targets: this commitment extends not just to every individual and every company, but also to institutions and governments responsible for infrastructure and the transition toward renewables. Our mission, as a globally recognized brand, is to inspire and encourage others to tackle these modern-day challenges. Automobili Lamborghini is proof that a sustainable vision is possible.

This sustainability mission of Automobili Lamborghini became the "Direzione Cor Tauri" program, first launched in 2021. Following the launch of the Revuelto, the first V12 HPEV (High Performance Electrified Vehicle) in the Company's history, along with the unveiling of the BEV Lanzador concept car, both in 2023, the hybridization of the entire product range is planned with the launch of the first hybrid version of the Urus Super SUV, and the second HPEV in the range, which will replace the current Huracán. The "Direzione Cor Tauri" program will also lead to significant falls in CO_2 emissions compared to 2021, with the aim of

achieving a reduction for its fleets of 50% by 2025 and of 80% by 2030. This program is backed by the greatest investment in the Company's history.

The coming years will mark a period of significant change for Automobili Lamborghini, with the aim of further strengthening our position in the automobile industry, differentiating ourselves with a genuine long-term commitment to sustainability. With this goal in mind, we therefore decided to extend our commitment to emissions reduction not just to our production site, but to the entire value chain, setting a target to cut CO_2 emissions by 40% per vehicle by 2030, compared to 2021. This vital mission involves the whole Company in a collective effort, from production, the supply chain and logistics to the product use phase, covering the entire product life cycle.

Automobili Lamborghini's sustainable activities thus proceed on numerous fronts, always mindful of the well-being of the local and global communities. For companies, this path is indeed an unavoidable one, driven by policy makers and the context which we live in, but also by an ethical vision of the world we live in, which we did not inherit from our ancestors but borrowed from our children.



2030 STRATEGY

ESG

A sustainability project team in place since June 2021, involving all areas of the business and guided by our strategy

CLIMATE CHANGE

ISO 14064-1:2018 certification

Obtained in 2023, it certifies the **emissions inventory** for implementing reduction measures

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 our strategy, 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 CO_2 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 obtained ISO 14064-1:2018 certification, representing an inventory of the Company's emissions, in order to set increasingly challenging reduction measures involving not just the Company, but the entire value chain.

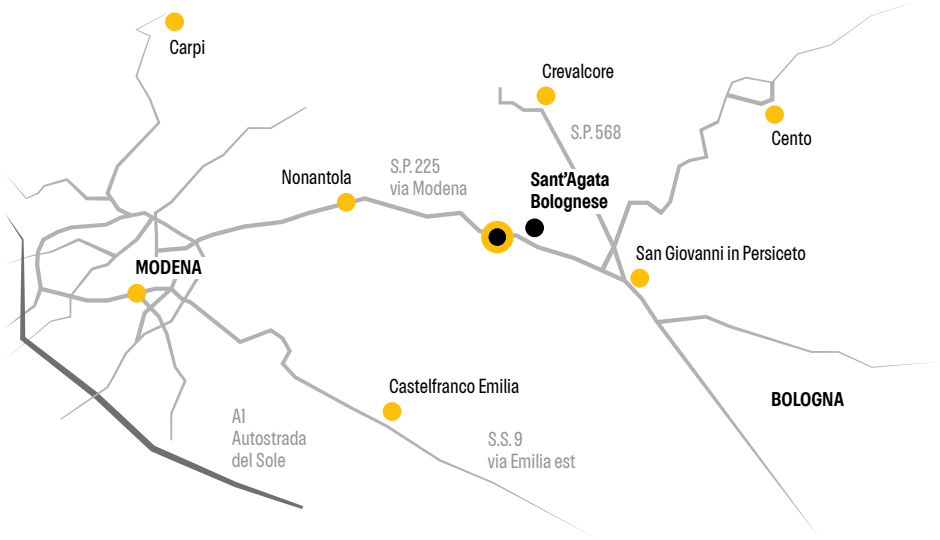
Decarbonization is just one of the many ESG initiatives put in place in order to offer a wider vision and to further strengthen the Company's commitment to people and to the community in which it operates. Some of the social aspects promoted by Automobili Lamborghini S.p.A. include relationships with 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.

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, in the Province of Bologna, on a flat area at an altitude of 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 production site covers an area of approximately 346,000 m^2 and consists of a number of buildings, comprising a total covered area of approximately 182,000 m^2. In 2023, 150,000 m^2 of new agricultural land was purchased.



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, as well as assembly, finishing, painting and after sales support.

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 2023, 10,014 units were produced as follows:

	2021	2022	2023	Unit of measurement
Aventador/Revuelto	627	698	214	no.
Huracán	2,435	3,443	3,800	no.
URUS	5,240	5,785	6,000	no.
Total	**8,302**	**9,926**	**10,014**	no.

10,014

vehicles in 2023

In 2023, more than 10,000 vehicles were produced, an all-time record that reaffirms the growth trend of recent years.

The distribution of vehicles was fairly even over the three macro-regions, with EMEA showing a 14% increase over 2022, with 3,987 cars, immediately followed by America with a 9% increase (3,465) and APAC with a 4% increase (2,660).

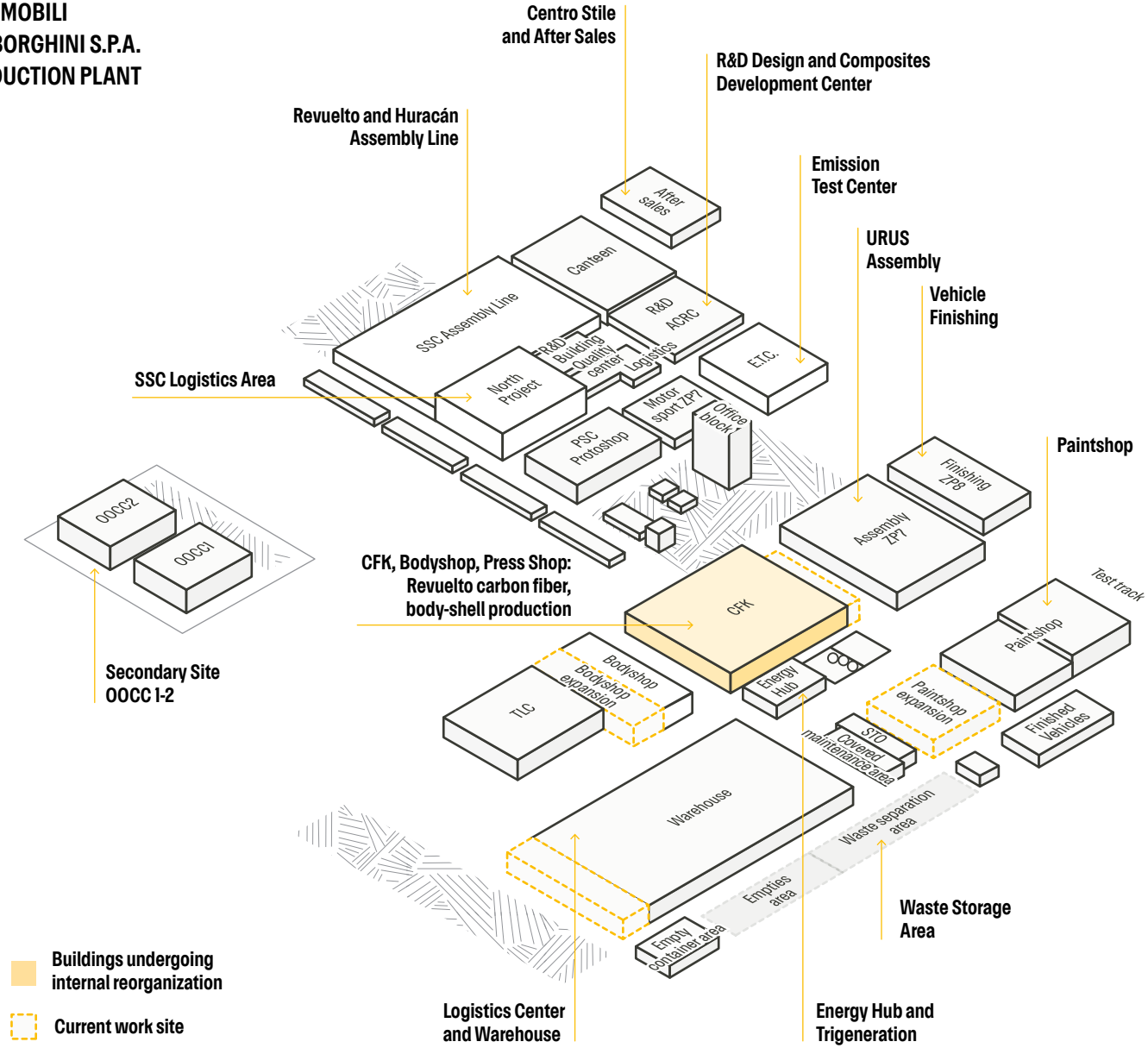
As regards the different models, the success of the Urus Super SUV was reaffirmed, with 6,087 vehicles delivered, followed by another notable record for the Huracán, with 3,962 vehicles delivered. Furthermore, 63 vehicles were delivered equipped with the iconic V12, including the last 12 Aventadors and 51 few-off models.

In the year of the brand's sixtieth anniversary, the Company unveiled the Revuelto, the first HPEV (High Performance Electrified Vehicle), a high-performance, hybrid super sports car with plug-in V12. Starting with its new and unprecedented architecture and innovative design, aerodynamic for maximum efficiency and with a new carbon

fiber chassis concept, the Revuelto defines a new paradigm in performance, sportiness and driving pleasure. Its overall 1015 hp is the consequence of an entirely redesigned internal combustion engine and of three electric engines, supported by dual-clutch transmission – its debut on a 12-cylinder Lamborghini.

Besides the Revuelto, there have been numerous developments, in line with the Direzione Cor Tauri electrification program, that highlight Lamborghini's clear progress towards the future. These include the unveiling of the Lamborghini Lanzador concept car, a preview of the fourth fully electric model, and the debut of the Lamborghini SC63, the LMDh (Le Mans Daytona Hybrid) category racing car that, from 2024, will race in the FIA World Endurance Championship and the IMSA WeatherTech Sportscar Championship.

AUTOMOBILI LAMBORGHINI S.P.A. PRODUCTION PLANT



1.2 Environmental and Energy Policy

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

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

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

In 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 as per the ISO 14001:2015 and ISO 50001:2018 international standards; the maintenance of EMAS registration in order to report our environment results transparently; and the adoption of an ISO 14064-1:2018-compliant monitoring system for the whole Company's greenhouse gas emissions.

Automobili Lamborghini has implemented a protocol to keep the plant CO_2 neutral by defining a program for reducing and offsetting CO_2 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 to ongoing improvements in 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 the 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 and in accordance with suppliers' due diligence, also mindful of important aspects such as human rights protection.

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 targets.

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

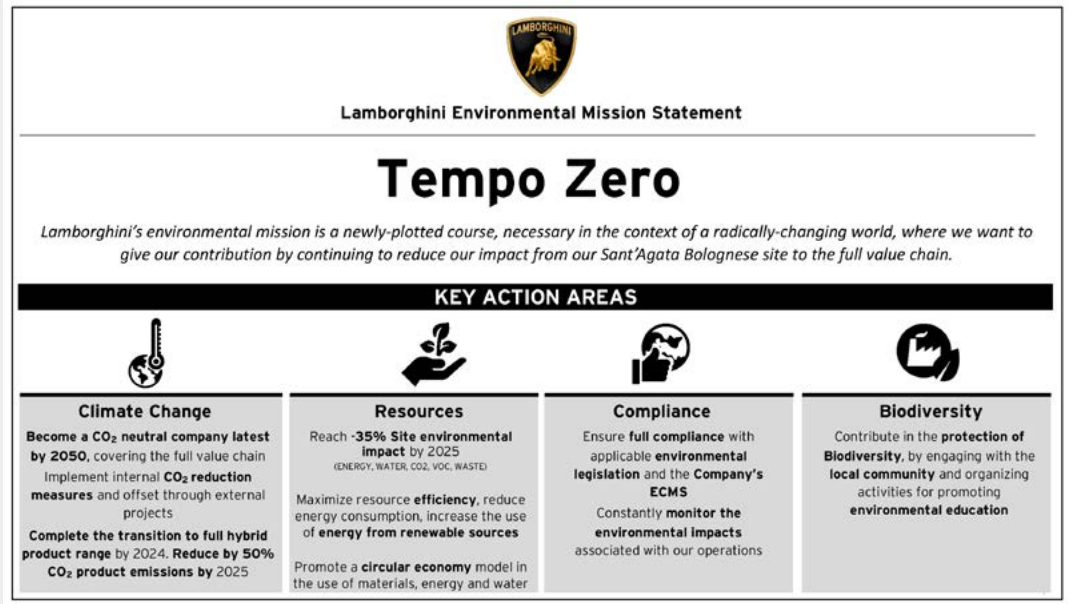
- Reduction in energy consumption and strengthening of the measures aimed at increasing energy efficiency and the use of energy from renewable sources.
- The inventory, monitoring and gradual reduction of greenhouse gas (GHG) sources, both direct and indirect.
- Annual neutralization of residual CO_2 emissions from the production site.

- 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 emissions into the atmosphere and, in particular, of volatile organic compounds.
- Reduction and management of the withdrawal 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 2023, Lamborghini implemented its Environmental Mission Statement, which includes the main environmental targets in the key areas identified: climate change, resources, compliance and biodiversity.



Climate change

Become a carbon neutral company by 2050, covering the entire value chain. Implement internal CO_2 reduction measures and offset through external projects.

Complete the transition to a complete range of hybrid products by year-end 2024.

Reduce product CO_2 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, CO_2, 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
The Company's 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.

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 climate policy 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, we signed an important agreement with the Italian Ministry for the Environment for defining a carbon footprint calculation methodology concerning our production of monocoques and carbon-fiber components at the CFK Center, and accounting for the corresponding CO_2 emissions produced. This collaboration led Automobili Lamborghini to obtain, for the Composites Site, ISO 14064 certification 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, we obtained ISO 14064-1:2018 certification for 2021 and 2022, so involving the entire inventory of the Company's emissions. In 2023, we obtained ISO 14064-1:2018 certification for 2021 and 2022, so involving the entire inventory of the Company'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.

OUR CERTIFICATIONS AND ENVIRONMENTAL PROGRAMS

2009

EMAS registration

Energy Management System **ISO 14001** certification

2011

Energy Management System

ISO 50001 certification

2012

Agreement with the Italian Ministry for the Environment to define a carbon footprint calculation methodology

2013

ISO 14064 certification for the Composites Site (the first company in the world to be certified by Det Norske Veritas)

2015

Extension of **ISO 14064** certification to the entire Sant'Agata Bolognese production site

Carbon Neutrality Protocol of Det Norske Veritas DNV - GL Business Assurance

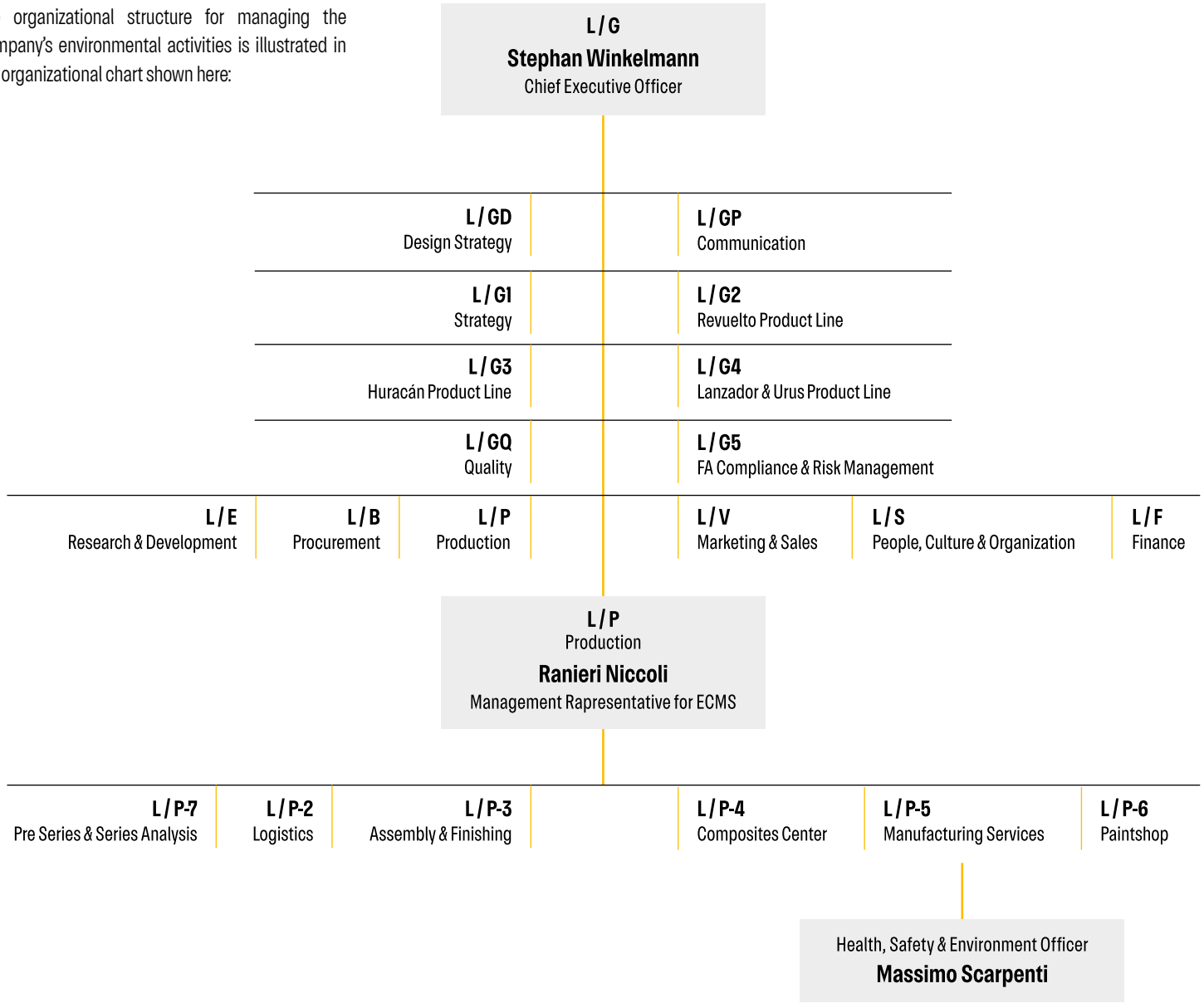
2021

Certification of the production site based on the **GHG Protocol**

2023

ISO 14064:2018 certification, representing the entire inventory of the Company's emissions

The organizational structure for managing the Company's environmental activities is illustrated in the organizational chart shown 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 systems are 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 systems and for pursuing the Environmental and Energy Management Policy, and is responsible for approving the environmental and energy improvement targets. 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:

— 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 energy 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 our strategy.

2.0 SIGNIFICANT ENVIRONMENTAL ASPECTS

Reference SDGs in chapter

2.0
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 environmental aspects have been identified, we ascertain those having or potentially having significant environmental impacts using a methodology that takes account of the following:

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

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;

WATER DISCHARGE;

WASTE PRODUCTION;

USE OF SUBSTANCES CONTAINING VOLATILE ORGANIC COMPOUNDS (VOC);

ATMOSPHERIC EMISSIONS.

THE PROCESS FOR IDENTIFYING SIGNIFICANT ENVIRONMENTAL ASPECTS

1

The extent of potential or actual damage to the environment

2

Any expectations or specific needs of stakeholders, including of the parent company

3

The suitability of current management methods, i.e., the potential for improvements through economically viable initiatives

4

Any applicable environmental legislation governing the aspect under examination

IDENTIFICATION OF SIGNIFICANT ENVIRONMENTAL ASPECTS

Definition of environmental improvement targets

Regular monitoring

2.1
Energy consumption

KEY RESULTS IN 2023

-38.4%

specific energy consumption per vehicle vs 2010

TARGETS

-35%

specific energy consumption per vehicle by 2025, vs 2010

Two new indicators are planned for use at the production site from 2025: *Site Checklist* (*qualitative*) and *Impact points* (*quantitative*), for which an intermediate target was set for 2030 and a final target for 2050.

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 (afterburners, steam boilers, etc.).

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.

Energy efficiency

The Torre 1963 office building is LEED-certified

In 2023, overall energy demand was unchanged compared to previous years. Given the increase in production volumes and in operations, this can be considered a positive result for the Energy Management System.

Trigeneration

Trigeneration is a highly efficient system that allows electricity and thermal and cooling energy to be generated 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 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.

Trigeneration

Two trigeneration plants of 1.2 MWh each

District heating

District heating transports the thermal 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 from the plant). 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 proportion of electricity generated in-house. The remaining portion of electricity used comes from renewable sources and is purchased using Green Certificates: these certify the renewable origins of the energy sources used by qualified 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.

Energy Hub

The Energy Hub became operational in 2017, providing a centralized supply of 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 have been 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		INTERNAL TRANSFORMATION	Cooling energy from electric refrigeration units Thermal energy from heat pump Cooling energy from heat pump Elect. for other uses	CONSUMPTION
Elect. from PV	Elect. from PV operated by third party		Elect. from PV operated by third party	
Mains natural gas	Mains natural gas		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	
Energy from dist. heating	Thermal energy from district heating		Thermal energy from district heating Cooling energy from district heating absorption chiller	
Gasoline	Gasoline		Gasoline	

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 CO_2 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 size of the heated and cooled areas. The data for the 2021-2023 three-year period are given below:

TOTAL ENERGY CONSUMPTION (TOE/YEAR)

Demand Balance	2021	2022	2023
Electricity (TOE/year)	7,500	7,515	7,621
Natural gas (TOE/year)	792	846	805
Thermal energy (TOE/year)	2,825	2,935	2,789
Cooling energy (TOE/year)	1,328	1,684	1,827
Gasoline (TOE/year)	425	499	472
Diesel (TOE/year)	9	8	6
Total	**12,879**	**13,487**	**13,520**

Supply Balance	2021	2022	2023
Electricity (TOE/year)	6,450	6,664	7,369
Natural gas (TOE/year)	5,631	5,957	5,416
Thermal energy (TOE/year)	500	352	272
Cooling energy (TOE/year)	0	0	0
Gasoline (TOE/year)	425	499	472
Diesel (TOE/year)	9	8	6
Total	**13,015**	**13,479**	**13,535**

In 2023, the overall demand for electrical, thermal and cooling energy, natural gas and gasoline (total energy demand) reached 13,520 TOE, an overall increase of about 33 TOE compared to 2022 (+0.25%). A comparison with 2022 shows a slight increase in the demand for electricity and cooling energy, while demand for natural gas and thermal energy fell. This is due to various factors, starting with reduced functionality, in terms of hours worked, of the district heating plant compared to the previous year, owing to prolonged maintenance stoppages in the summer. In 2023, moreover, the plan to revise the temperature settings for air conditioning adopted during the 2022-2023 energy crisis was also refined and reaffirmed, contributing again this year to limiting energy consumption. This, together with a series of other energy saving projects that the Energy Efficiency Task Force implemented during the year, helped to contain energy consumption and to achieve TOE values comparable with those of the previous years, despite the increase in production volumes and in operations.

+0.25%

energy demand
(compared with 2022), increase
mitigated by energy-saving projects

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's 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.

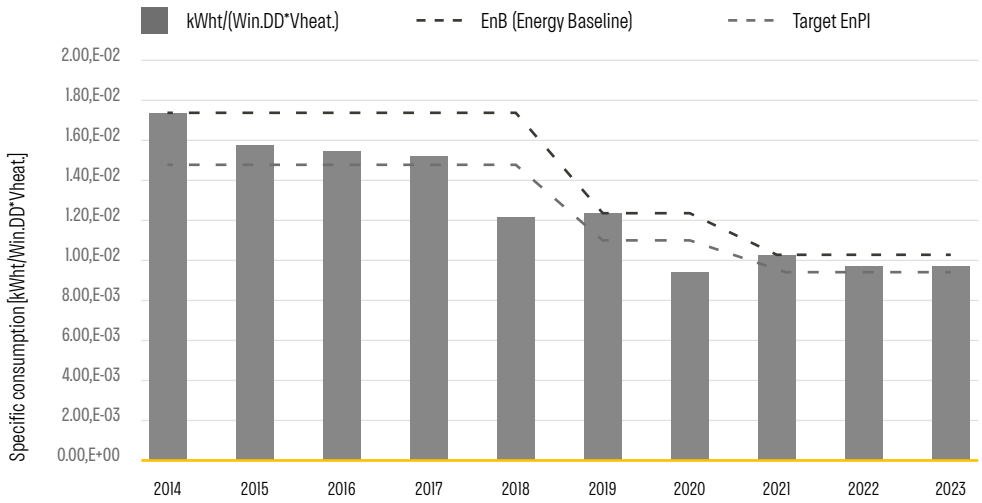
In terms of thermal and cooling energy, the two most significant indicators for the type of energy consumption at the production site are:

- 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*Vcooled).

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.). The Paintshop is excluded because it is the building with the highest energy consumption and greatest impact. Specific indicators have been defined for this (EnPI 1.2 and EnPI 2.2), as described in the following paragraph. Shown below are the historical trends for the two energy performance indicators mentioned above.

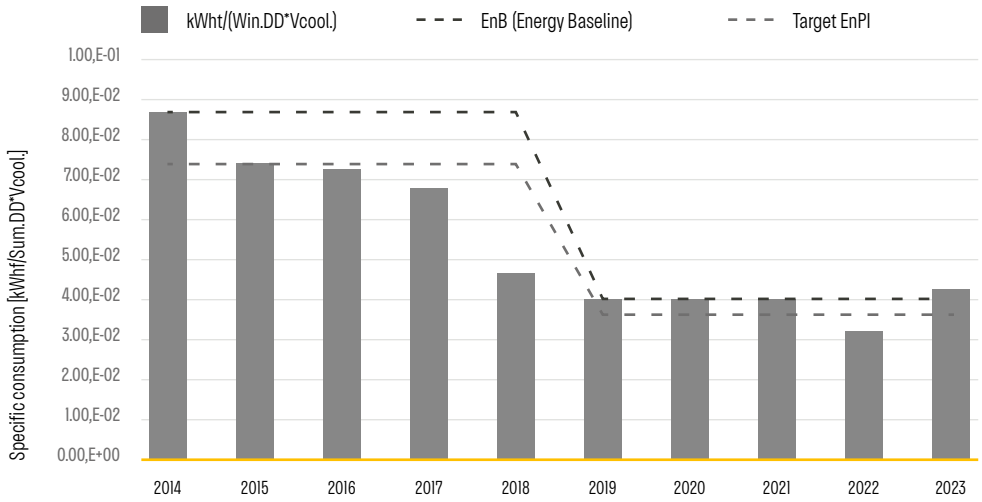
ENPI 1.1 TREND

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.)



	2021	2022	2023
EnPI 1.1 [kWh thermal energy/Win.DD*Vheated]	$1.04 \cdot 10^{-2}$	$9.69 \cdot 10^{-3}$	$9.39 \cdot 10^{-3}$
EnPI 2.1 [kWh cooling energy/Sum. DD*Vcool.]	$3.92 \cdot 10^{-2}$	$3.25 \cdot 10^{-2}$	$4.18 \cdot 10^{-2}$

Energy consumption

Significant decrease since 2014, with stabilization of the indicator from 2018

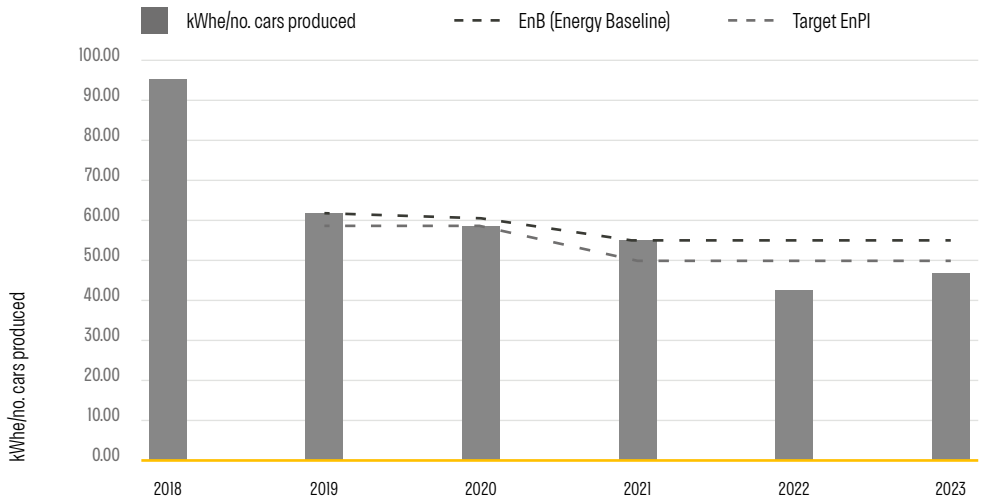
Specific analysis of these values highlights a significant decrease for both indicators since 2014, with levels stabilizing from 2018. Historically, the ongoing decrease was driven by the extremely high thermal and cooling efficiency of the buildings due to their envelopes, which deliver higher than average performance for an industrial building. 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 exceptional 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. For 2021 and 2022, thermal energy consumption fell compared to 2019 while cooling energy consumption was more or less unchanged. The figure for 2023 attests the improvement in winter heating performance indoors. As mentioned, this was made possible by the refining and confirmation of the plan to revise the temperature settings adopted during the 2022-2023 energy crisis. The EnPI for normalized cooling energy demand, on the other hand, showed the reverse trend.

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, shown here is the EnPI 3.4 indicator for the ZP8 building (Finishing), where the total number of cars processed was identified as the Energy Driver for normalization.

ENPI 3.4 TREND

Electricity requirement ZP8 technologies / total no. of processed cars



	2021	2022	2023
EnPI 3.4 Electricity demand ZP8 technologies / no. of cars processed	54.9	42.5	46.7

The indicator for the Finishing building saw an improvement from 2019. Specifically, the target EnPI was again reached for two consecutive years. As decided during the management review, with a view to continuous improvement, 2023 will become the new reference Energy Baseline (EnB) and the target EnPI will be revised.

Improving Paintshop energy efficiency

In 2023, the Paintshop consumed about 31% of the plant's total electricity demand, 36% of its thermal energy demand and 32% 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 subsequent years. Since the building's electricity consumption is mainly linked to the painting process, the Energy Driver identified is the number of body shells painted. In 2023, EnPI 3.8 (Paintshop electricity demand / no. of body shells painted) saw a positive trend in the reduction in electricity consumption. Indeed, a series of important measures to improve energy efficiency were implemented in 2022 (e.g., equipment overnight and weekend shutdowns; optimization of ventilation system set-points and of 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 3rd work shift. In 2023, these measures became operational and, at the same time, the number of painted body shells increased. Because the target EnPI was achieved for two consecutive years, and with a view to continuous improvement, the reference Energy Baseline will become 2023. Below is the indicator trend since 2021:

	2021	2022	2023
EnPI 3.8: Paintshop electricity demand / no. of body shells painted [kWhe/ no. of body shells painted]	$2.37 \cdot 10^{+3}$	$2.06 \cdot 10^{+3}$	$1.90 \cdot 10^{+3}$

Moving on to 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 cooled volume (kWh/Sum. DD*Vcooled).

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.

	2021	2022	2023
EnPI 1.2: Paintshop thermal energy demand / (Win.DD *Vheated) [kWht/Win.DD*Vheat.]	$6.58 \cdot 10^{-2}$	$6.82 \cdot 10^{-2}$	$6.89 \cdot 10^{-2}$
EnPI 2.2: Paintshop cooling energy demand / (Sum.DD *Vcooled) [kWht/Sum.DD*Vcool.]	$2.03 \cdot 10^{-1}$	$2.16 \cdot 10^{-1}$	$2.72 \cdot 10^{-1}$

Targets

-35%

specific energy consumption per vehicle by 2025, vs 2010

Automobili Lamborghini aims to achieve a 35% reduction in specific electricity 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:

	2010 baseline year	2020	2021	2023
Total energy consumption per vehicle produced (kWh/vehicle)	15,447	12,164	9,938	9,521
Reduction achieved (%)	**-**	**-21.3%**	**-35.7%**	**-38.4%**

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	Target	Actions	Timeframes	Status	Notes
PV POWER GENERATION CAPABILITIES EXTENSION	Increase in the share of corporate demand met by renewable in-house energy generation	Installation of a 1.72 MWp photovoltaic system on the Warehouse covering and assessment of the expansion of the energy generation system in future warehouse model IV expansions and in the masterplan	December 2024	APPROVAL PENDING	Generating capacity: > 1.8 Gwh / year
REDUCTION IN POWER LOADS ON POD 1	Reduction in peaks in electric power demand and in electricity consumption on POD 1	Implementation of multiple efficiency improvement measures to reduce power demand and electricity consumption. Currently underway: – CEFLA partnership to identify efficiency improvement opportunities in R&D – R&D pump revamp – HVAC fan regulation in SSC – Bypass of R&D office chiller with EH	No time limit for project	IN PROGRESS	Opportunity analysis stage
AUTOMATION 4.0	Reduction in lighting electricity consumption in departments where not yet implemented	Installation of DALI system in SSC, CFK, ZP8, ZP7, PSC and WH	January 2023	COMPLETED	Savings achieved in 2023: approx. 216 MWhel
ENERGY EFFICIENCY AFTERBURNERS	Reduction in gas ingress in the paintshop afterburners	Adjustment of set-point for afterburner working temperature	November 2022	COMPLETED	Savings achieved in 2023: approx. 70,000 m^3 of natural gas
CT 6 BOILER REVAMP	Reduction in gas consumption in Heating Plant 6	Replacement of two boilers with > 20y of activity in Heating Plant 6	February 2023	IN PROGRESS	Savings calculation stage
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	Savings obtained in 2023: 41 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 lots at night	Changes to settings in parking substations	December 2022	COMPLETED	Savings obtained in 2023: 38 MWhel

TITLE	Target	Actions	Timeframes	Status	Notes
HVAC FAN REGULATION IN SSC	Reduction in electricity consumption for air conditioning at the POD 1 site	Automated remote adjustment of SSC ATU fans according to demand	December 2024	IN PROGRESS	
BYPASS OF R&D OFFICE CHILLER WITH EH	Reduction in electricity consumption for air conditioning at the POD 1 site	Bypass of the refrigeration units in the R&D department with cooling energy supplied by Energy Hub	December 2024	IN PROGRESS	

2.2
Greenhouse gas emissions

KEY RESULTS IN 2023

-47.71%

reduction compared with baseline year 2014

TARGETS

Implement internal CO_2 reduction measures and offset through external projects.

Reduce product CO_2 emissions by 50% by 2025.

Become a carbon neutral company by 2050, covering the entire value chain.

Two new indicators are planned for use at the production site from 2025: *Site Checklist* (*qualitative*) and *Impact points* (*quantitative*), for which an intermediate target was set for 2030 and a final target for 2050.

REFERENCE SDG

Until 2021, Automobili Lamborghini quantified the greenhouse gas 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. In 2023, Automobili Lamborghini obtained ISO 14064-1:2018 certification for 2021 and 2022, so involving the entire inventory of the Company's emissions.

Certification

ISO 14064-1:2018 certification for 2021 and 2022, representing the entire inventory of the Company's emissions

Annual greenhouse gas emissions are expressed in tonnes of CO_2 equivalent, which Automobili Lamborghini calculates by preparing the GHG inventory (an annual inventory of the emissions generated by the entire production process) as per the ISO 14064:2018 standard. The following categories, classified as per the reference protocol, are included in the scope of the audit:

- **Category 1, direct emissions**: all fixed and mobile sources of combustion (natural gas, gasoline and diesel) and all refrigerant gas leakages from cooling systems;
- **Category 2, indirect emissions from imported energy**: production of electricity consumed and imported heat such as district heating.
- **Category 3, indirect emissions from transport**: incoming and outgoing logistics, employee commutes, customer and visitor travel, business travel.
- **Category 4, indirect emissions from products used by the Company**: purchased goods, intermediate goods, disposal of solid and liquid waste, use of leased goods, losses from the transmission and distribution of natural gas and electricity consumed at the site (previously included in scope 3).
- **Category 5, indirect emissions associated with the use of products by the Company**: product use phase, product end-of-life, investments.
- **Category 6, indirect emissions from other sources**: excluded from the inventory for Automobili Lamborghini as sources of emissions are not foreseen other than those included in categories 1-5.

Inventory Results

Below we disclose the 2021 and 2022 inventory for the whole Company's greenhouse gas emissions as per the ISO 14064-1:2018 standard.

	2021	2022
	tCO_2	tCO_2
Category 1	15,648	16,029
Category 2 (LOCATION BASED)	8,883	8,528
Category 3	37,858	39,580
Category 4	113,338	118,261
Category 5	483,698	531384
Company's total GHG emissions	**659,425**	**713,782**

As regards the production site, below are shown the greenhouse gas emissions for the last three years. The production site's total greenhouse gas emissions in 2023 were 26,955 tCO_2e, broken down as follows:

	2021	2022	2023*
	tCO_2	tCO_2	tCO_2
Category 1	15,648	16,029	15,618
Category 2 (LOCATION BASED)	8,883	8,528	9,469
Category 4 (including only losses from the transmission and distribution of natural gas and electricity)	1,857	1,930	1,868
Total GHG emissions	26,388	26,488	26,955
Emissions included in the neutrality protocol	24,080	24,691	24,498
Emissions per vehicle produced (tCO_2/vehicle)	3.2	2.7	2.7

*The greenhouse gas inventory for 2023 is currently being validated

The emissions source with the greatest impact for the production site were Scope 1 direct emissions (58% of the total), followed by Scope 2 emissions (about 35% of the total). In 2023, there was an increase in Scope 2 emissions, associated with an increase in electricity consumption, and a reduction in Scope 1 emissions, associated with a fall in gas consumption.

Within Scope 1, emissions associated with natural gas consumption had the greatest impact (84%), followed by those associated with gasoline consumption (9%). The percentages were lower for emissions related to the refilling of refrigerant gases in refrigeration systems (about 5%) and to business trips (2%).

Each year since 2015, the Company has been neutralizing the portion of GHG emissions from the use of electricity, natural gas and all fossil fuels, used for heating its premises 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 91% of the total emissions reported by the production site inventory.

Internal reduction of CO_2 emissions

The figures on the reductions achieved over the 2021-2023 three-year period are reported below:

Internal reduction of GHG emissions	Date of implementation	Reduction achieved in 2021 (tCO_2)	Reduction achieved in 2022 (tCO_2)	Reduction achieved in 2023 (tCO_2)
Trigeneration 1	May-15	709.04	478.52	340.30
Trigeneration 2	Oct-17	1,071.75	651.35	471.02
District heating	Jun-15	470.30	389.53	291.65
Parking photovoltaic system	Jan-15	317.47	313.99	310.29
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 an automatic ZP8 Rooftop powering on/off system	Dec-19	549.45	550.60	550.60
SSC thermal circuit insulation	May-20	30.12	30.12	30.12
Replacement of Heating Plant 3 pumps	Oct-20	7.00	7.00	7.00
Efficiency improvement of trigeneration plants	Apr-21	188.74	251.66	251.66
Reorganization of the R&D pump substation	Jun-21	0.88	1.50	1.50
PSC-Protoshop Photovoltaic System	Mar-22	-	35.70	48.46
Reduction in Centro Stile ATU consumption	Jul-22	-	20.44	47.93
Adjustment of low light system according to production times	Nov-22	-	12.40	44.79
Paintshop energy efficiency	May-22	-	925.00	1,395.38
Replacement 6 TLC Rooftops	Feb-22	-	127.48	107.80
Automation 4.0	Jan-23	-	-	88.71
Adjustment of exterior lighting system	Jan-23	-	-	15.57
Afterburner optimization	Oct-23	-	-	136.61
Setting of museum nocturnal lighting	Jan-23	-	-	16.91
Setting of winter temperatures	Oct-23	-	-	631.32
Total reduction in emissions [tCO_2]		**4,778.0**	**5,228.51**	**6,220.87**

*The 2022 CO_2 emissions reductions are currently being validated as per ISO 50001 and the Carbon Neutrality protocol

Targets

The table below shows a CO_2 reduction target planned for the 2024-2026 period.

TITLE	Target	Actions	Timeframes	Status	Notes
BIOMETHANE PROCUREMENT	CO_2 emissions reduction	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)	2021	2022	2023*
RA = VAR-GHGE / BAA-GHGE	0.727	0.695	0.677

*The 2023 CO_2 emissions reductions are currently being validated as per ISO 50001 and the Carbon Neutrality protocol

For 2023, 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 47.71% fall in 2023 compared to the 2014 baseline year.

Offsetting CO_2 emissions

Lamborghini's commitment since 2015 has been to ensure the manufacturing facility remains CO_2 neutral in the years to come.

CO_2 emissions from the use of electricity are offset through the purchase of Green Certificates: these certify the renewable origins of the energy sources used by qualified 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 CO_2 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 CO_2 equivalent, admissible for exchange and sale on the 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.

CO_2 emissions offsetting projects

Year of purchase	Project	Origin	Description
2016 2017 2018	BICYCLE MOBILITY	Italy City of Bologna The Bologna Carbon Market (BoCaM) is a market for voluntary carbon credits developed at the local level by the City of Bologna	Creation of city cycle lanes and urban reforestation actions linked to bicycle mobility
2018 2019 2020 2021 2022	CARBON CAPTURE & STORAGE	Italy Sustainable agriculture management project "Valle Capitania" in the province of Rovigo "Valle Lagunare - Val Dogà, Caposile - Venezia"	Natural CO_2 Capture and Storage (CCS) mechanism Using a natural mechanism by which the salt water captures atmospheric CO_2 and transfers it to underwater photosynthetic systems (algae and aquatic plants), the lagoon collects CO_2 and stores it in the muddy subsoil, naturally and with 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
2019	REFORESTATION	Italy Planting 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 absorb water like a sponge and thanks to their dense network in the subsoil they 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 photosynthesis, the bamboo plantation naturally takes in CO_2 from the atmosphere in greater amounts compared to other trees. It can capture 4 times more CO_2 than a young forest, and produce 35% more oxygen
2023	RENEWABLE ENERGY	Saint Nikola Wind Farm Bulgaria VCS Project	The Saint Nikola wind farm project, in Kavarna, Bulgaria, is a wind farm connected to the national power grid that generates 156 MW of renewable energy. The project comprises a new electric substation, 52 Vestas V90 wind turbines of 3 MW capacity each, and the upgrading of the local grid to enable the wind farm's use
		DakRTih Hydropower Project Vietnam CDM Projects	The project involves the construction and management of a hydroelectric power station with storage reservoir in the district of DakrLap in Dak Nong province, near the city of Gia Nghia in Vietnam's central highlands The dam will generate 636,900 MWh per year with a 144 MW installed capacity

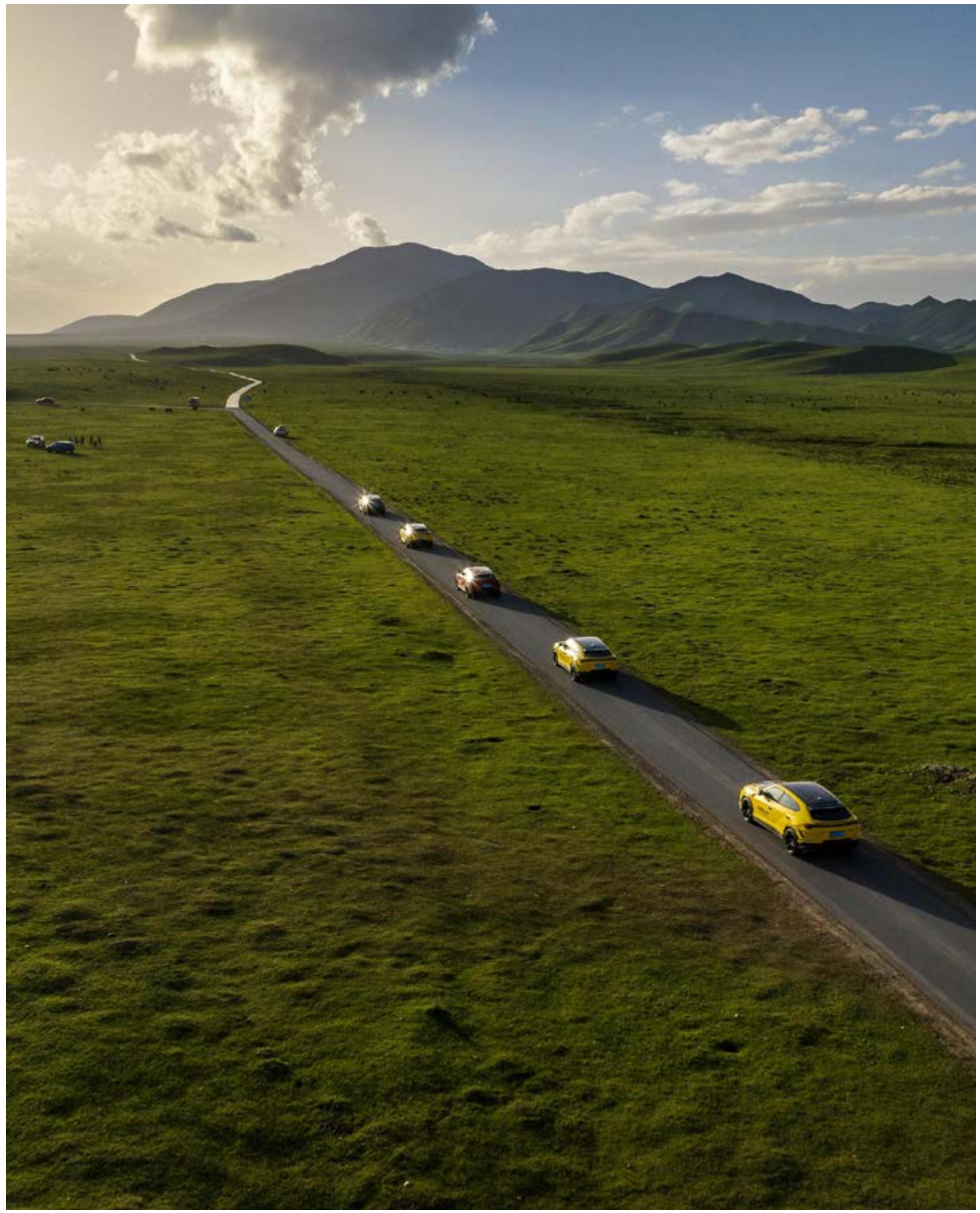
Final statement of CO_2 emissions

The sources of greenhouse gas emissions that were offset in the last two years and the undertaking for emissions in 2023 are as follows:

	2021	2022	2023*
Total emissions neutralized [tCO_2/year]	24,080.65	24,690.86	24,497.58
Purchase of green certificates for electricity [tCO_2e]	-9,373.44	-8,526.21	-9,467.29
Purchase of carbon credits [tCO_2e]	-14,707.21	-16,164.65	-15,030.29
Residual emissions [tCO_2e]	0	0	0

*The greenhouse gas inventory for 2023 is currently being validated

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 2023

-37.8%

specific water consumption per vehicle vs 2010

TARGETS

-35%

specific water consumption per vehicle by 2025, vs 2010

Two new indicators are planned for use at the production site from 2025: *Site Checklist* (*qualitative*) and *Impact points* (*quantitative*), for which an intermediate target was set for 2030 and a final target for 2050.

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

Automobili Lamborghini takes its water from the **municipal mains supply** and from **four wells belonging to the Company**. The water taken from the municipal 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 production process equipment, 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.

In 2023, the Company obtained:

- Single Environmental Authorization in order to use the water discharged from the treatment plant for irrigation purposes;
- authorization to drill a new well that will meet the water demand from the expansion of the painting department and for the future enlargement envisaged by the Cor Tauri plan. The extraction permit is conditional upon the realization of water saving projects, some of which are described in the targets.

Performance

In 2023, the total water consumed was 287,513 m^3.

The overall water consumption in 2023 was less than in 2022 (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).

Potable water

Reduced consumption compared with 2022

Most water consumed comes from well water, accounting for 78% of the total.

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

	2021	2022	2023
Potable water consumption (m^3)	137,281	83,584	64,345
Well water consumption (m^3)	196,292	219,606	223,168
Total water consumption (m^3)	333,573	303,189	287,513
Well water consumption as % of total	**59%**	**72%**	**78%**

Indicators

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 2021-2023 three-year period are reported below:

	2021	2022	2023
Potable water consumption per employee (m^3/employee)	72	41	28
Well water consumption per vehicle produced (m^3/vehicle)	24	22	22

The indicator for potable water consumption per employee fell significantly compared to 2022, underlining the effectiveness of the leakage repairs, while the indicator for well water consumption per vehicle produced is again in line with the trend in previous years.

Targets

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

Target

-35%

specific water consumption per vehicle by 2025, vs 2010

	2010 baseline year	2020	2021	2023
Total water consumption per vehicle produced* (m^3/vehicle)	46.2	40.17	30.54	28.71
% reduction achieved compared to 2010	**-**	**-13%**	**-34%**	**-37.8%**

*Total consumption includes industrial water and potable water

Several improvement measures were defined in relation to this goal and moved forward in 2023, as shown in the following table, which will contribute to bringing down water consumption:

TITLE	Target	Actions	Timeframes	Status	Notes
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 Installation of a Paintshop condensate water recovery system in the Energy Hub cooling towers	Installation of a Paintshop condensate water recovery system connected to the Energy Hub	Q4 2024	IN PROGRESS	The condensate water recycling system was suspended in June 2021 due to a technical problem with 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 their quality In 2023, a project was developed to reuse Paintshop condensate water in the Energy Hub cooling towers The tender for its realization will begin in February 2024 with the aim of finishing by the end of the year
RECOVERY OF THE WATER DISCHARGED BY THE TREATMENT PLANT	Reduction in consumption of industrial water (about 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	April 2024	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 Project authorization was given in March 2023. The works will finish in February 2024 with launch expected in April
REMOTE MANAGEMENT OF WATER METERS	Remote monitoring of water consumption and leakages	Mapping of the water meters throughout the facility and their remote management	Dec-20 postponed to Dec-24	IN PROGRESS	In 2022, the mapping of the meters was completed. Twenty meters, all with remote flow-data management, were installed on the well water line. Meter installations on the potable water line are in progress. The installation of dedicated meters is also planned for the irrigation lines
WATER SAVING PROJECTS	Reduced water consumption (about 70,000 m^3/y)	Complete reuse of industrial waste water in production processes (closed circuit)	2030	IN PROGRESS	By 2030, other water saving projects are planned, with the aim of reusing the water that is currently discarded from the various processes. In 2024, an initial analysis will be conducted to identify recovery projects

2.4
Water discharge

TARGETS

No specific indicators for waste water have currently been defined.

Two new indicators are planned for use at the production site from 2025: *Site Checklist* (*qualitative*) and *Impact points* (*quantitative*), for which an intermediate target was set for 2030 and a final target for 2050.

These new indicators will also take this environmental aspect into consideration.

REFERENCE SDGs

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 main plant (at 12, Via Modena), comprises:

- domestic and domestic-type waste water, which is sent to the public sewer;
- industrial waste water generated by the production process and by production process equipment;
- stormwater runoff sent to the public sewer via a separate drainage system;
- stormwater runoff discharging into surface water.

The industrial waste water from the site at 12, Via Modena is discharged into the public sewage system following treatment in the Company's chemical-physical treatment plant. There are two flow meters next to the sampling chamber, one for industrial waste water and one for combined industrial waste water and non-industrial waste water, which both flow into the public sewage system. Capacity data are taken remotely using suitable software.

Discharges of the following types of waste water originate from each of the two buildings making up the OOCC site (30, Via Lamborghini), known as OOCC1 and OOCC2:

- non-industrial waste water and industrial waste water, which both flow into the public sewage system via a single discharge point, following storage in a homogenization reservoir;
- stormwater run-off from the yards and roofs, discharged into the public sewer system via two discharge points, one for each building.

Below are shown the amount of domestic, domestic-type and industrial waste water discharged in the three-year-period 2021-2023:

Site at 12, Via Modena	2021	2022	2023*
Non-industrial discharge (m^3)	51,073	66,577	66,577
Industrial discharge (m^3)	52,080	48,335	53,272
Total water discharge (m^3)	103,153	114,912	119,849
Industrial discharge/vehicle produced (m^3/veh)	6.3	4.9	5.3

*The data for total water discharge in 2023 was measured, whereas the division between non-industrial and industrial discharge was estimated owing to problems with the industrial discharge meter during the year

For the OOCC building, analyzing the trend for discharges regarding vehicles produced is not relevant because the operations carried out concern component prototypes in composite material and tests for the mechanical and thermo-physical properties of metallic, plastic and composite materials.

Site at 30, Via Lamborghini	2021	2022	2023
Non-industrial discharge (m^3)	770	385	770
Industrial discharge (m^3)	3,593	70	461
Total water discharge (m^3)	4,363	455	1,231

In 2022 and 2023, the amount of water discharged fell significantly because, in 2021, a new system was installed for the closed loop generation and distribution of refrigerated water in OOCC 1 and 2 (technical cooling). This enabled the control, during operation, of the temperature of the installed systems that, otherwise, would use, and subsequently dispose of, drinking water.

Water discharge analysis

Compliance with the pollutant concentration limits in industrial waste water discharges is monitored via quarterly analyses, conducted by an external specialist laboratory.
The data for the main parameters are monitored annually; reported in the table below are the amounts discharged into the public sewage system, in 2023, of some parameters calculated on the basis of average concentration levels measured in the analysis, and the volumes discharged for both plants, as required by Group methodology.

COD (kg/year)	BOD (5 day) (kg/year)	Total phosphorous (P) (kg/year)	Total nitrogen (N) (kg/year)	Zinc (kg/year)	Nickel (kg/year)
6,222	2,992	44	376	12	0.2

Targets

Reported below is a long-term reduction target.

Target

Complete reuse of industrial waste water by 2030

TITLE	Target	Actions	Timeframes	Status	Notes
ZERO DISCHARGE FACTORY	Complete reuse of industrial waste water (about 60,000 m^3/y)	Complete reuse of industrial waste water in production processes (closed circuit)	2030	IN PROGRESS	The water reuse project for irrigation and the Paintshop condensate recovery project will reduce industrial waste water discharges by about 30,000 m^3. Furthermore, in 2024, an analysis will be conducted to identify other projects promoting the reuse of industrial waste water

2.5
Waste production

KEY RESULTS IN 2023

-49.2%

waste for disposal
(specific per vehicle) vs 2010

TARGETS

-35%

production of waste for disposal (specific per vehicle) by 2025, vs 2010

Two new indicators are planned for use at the production site from 2025: *Site Checklist* (*qualitative*) and *Impact points* (*quantitative*), for which an intermediate target was set for 2030 and a final target for 2050.

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 (for painting, lamination, grinding, sandblasting, etc.);
- paint, solvent and sealant residues (from painting processes);
- wash water and solvent-contaminated aqueous solutions (from painting processes);
- abrasive waste 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 m^2 with a dedicated porter's office, 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**;
- measuring and **monitoring** of waste production on a regular basis;
- 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.

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.

Circular economy

In our Company, waste acquires value with knock-on benefits for the environment and society

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.

Indicators

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 were defined that represent Automobili Lamborghini's production of waste in relation to the number of vehicles produced, specifically:

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

The waste production data for the three-year period 2021-2023 are given below:

Performance	2021	2022	2023	unit of measurement
Non-hazardous waste sent for recovery (excluding metal waste)	889	958	948	t/year
Non-hazardous waste sent for disposal	1,042	707	816	t/year
Hazardous waste sent for recovery	242	353	544	t/year
Hazardous waste sent for disposal	293	216	122	t/year
Metal waste	292.2	865	354	t/year
Total waste recovered (excluding metal waste)	1,131	1,131	1,492	t/year
Total waste disposed of	1,334	924	937	t/year
Waste not linked to production	29	16	11	t/year
Total annual production of hazardous waste	534	569	665	t/year
Total annual production of waste	**2,786**	**3,115**	**2,794**	t/year
Vehicles produced	**8,302**	**9,926**	**10,014**	no.
Total annual production of waste per vehicle produced	**336**	**314**	**279**	total kg/ year*vehicle
Total waste sent for disposal per vehicle produced	**161**	**93**	**94**	kg of waste sent for disposal/ year*vehicle

66%

waste for recovery in 2023

The total amount of waste produced in 2023 was 2,794 tonnes, a 10% decrease over the previous year. Of the total amount of waste produced in 2023, 66% was sent for recovery and 34% for disposal. The reduction in waste sent for recovery in 2023 compared to 2022 was a result of the discontinuation of the Aventador line, which in 2022 had led to a significant increase in metallic waste (sent for recovery).

Alternative recovery solutions were found over the year for most waste sent for disposal in 2023 thanks to the collaboration with disposal service providers.

In 2023, the painting of body shells increased: by optimizing the washing processes and reducing the water used, it was possible to reduce the quantities of waste produced in painting processes, with 43% less waste produced per body shell painted compared to 2021 (code 0810120 – Aqueous suspensions containing paints or varnishes). The potential for recovery or for the insourcing of the treatment of this type of waste is always under investigation.

Targets

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:

	2010 baseline year	2020	2021	2023
Production of waste for disposal per vehicle produced (m^3/vehicle)	184.52	160.70	93.04	93.60
Reduction achieved (%)	**-**	**-12.8%**	**-49.6%**	**-49.2%**

In 2023, the trend was in line with the previous year, allowing us to reach our reduction target.

Target

-35%

production of waste for disposal by 2025, vs 2010

Several improvement actions were defined in relation to this target, as shown in the following table.

TITLE	Target	Actions	Timeframes	Status	Notes
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 for subsequent use in vehicles	12/01/2019 Dec-2024	SUSPENDED	In 2022, the contract was not renewed and waste has not been sent for recycling through this project In 2023, two potential companies were identified for carbon fiber recovery and its subsequent reuse in vehicles. We are currently working on preparing contracts with the aim of sending such waste to said companies by the end of Q2 2024
REUSE OF CARBON FIBER BY-PRODUCTS	Reduction in amount of waste per vehicle produced	Project involving the analysis and validation of a process for reusing a part of the scraps generated by the CFK production process, to be supplied as by-products to an engineering training institute	Renewed until 12/31/2024	IN PROGRESS	Technical feasibility of the reuse of carbon fiber scraps by the engineering institute assessed with positive outcome; the project was renewed until 12/31/2024 Quantity of scraps supplied in 2023: ca. 1,143 kg
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-2024	IN PROGRESS	Ongoing feasibility assessment of projects to reuse leather scraps from the Upholstery Department as well as benchmarking with other companies 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 2023: 1.72 t
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-24	IN PROGRESS	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 We are currently scouting for solutions for managing such waste from other Group companies
REDUCTION IN WASTE SENT FOR DISPOSAL	Reduction in amount of waste sent for disposal 99% of waste sent 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	Ongoing identification of the waste that can be sent for recovery with the collaboration of the waste management service provider. 2023 status: 66% of special waste sent for recovery; 61% of special waste sent for recovery (excluding R1)

2.6

Use of substances containing Volatile Organic Compounds (VOC)

KEY RESULTS IN 2023

-71.3%

of specific VOC emissions per vehicle vs 2010

TARGETS

-35%

VOC emissions by 2025, vs 2010

Two new indicators are planned for use at the production site from 2025: *Site Checklist* (*qualitative*) and *Impact points* (*quantitative*), for which an intermediate target was set for 2030 and a final target for 2050.

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 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 have 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 2023 regarding its Surface Cleaning and Vehicle Coating activities in 2022.

For Surface Cleaning, the value determined for "fugitive emissions" (1 t/year of VOC), compared with the relative figure for "solvent input" (5.79 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).

By March 31, 2024, the Company will publish its solvent management plan for 2023 for Surface Cleaning and Vehicle Coating activities.

Targets

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	2023
Volatile Organic Compounds emitted into the atmosphere (t/year)	3.53	7.33	7.45	8.2
Volatile Organic Compounds emitted into the atmosphere (kg/vehicle)	2.9	0.88	0.75	0.82
Reduction achieved (%)	**-**	**-69.00%**	**-73.7%**	**-71.3%**

Target

-35%

VOC emissions by 2025, vs 2010

Several improvement actions were defined in relation to this target, as shown in the following table.

TITLE	Target	Actions	Timeframes	Status	Notes
SOLVENT REDUCTION	Group target by year-end 2025: **35%** reduction in specific VOC emissions compared to the 2010 value (kgVOC/vehicle)	Reduction in the use of solvent-based products in the production departments (CFK, Paintshop, Finishing)	Annual target up to 12/31/2025	ⓥ IN PROGRESS	Preliminary assessment of substances with the aim of finding alternatives with a lower VOC content 2023 reduction: -71.3%

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 used in CNC processing; and volatile organic compounds released from 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 2023 are 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
8.2	17.10	105.23	0.57	0.00069	0.037

3.0 NON-SIGNIFICANT ENVIRONMENTAL ASPECTS

Reference SDGs in chapter

3.1
Training, information and communication

Reference SDG in chapter

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 and, in 2023, in the SDGs Ambition accelerator. 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.

Since 2021, the Lamborghini FEELOSOPHY has been 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 all our actions and how we can make a difference with our choices every day. That is why we also support the various world days dedicated to environmental aspects in order to promote good practices and raise awareness of Lamborghini's commitments within this context. Furthermore, to ensure even greater visibility for these projects, in 2023, we promoted an in-house training course, available via the Company intranet, entirely focused on ESG aspects, to raise awareness among all employees of such an important aspect.

In 2023, various activities were carried out with local associations regarding environmental protection to raise awareness among, and engage, our people regarding aspects of environmental sustainability.

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 themed events structured around environmental topics.

Mobility

In 2023, we drew up the Commuting Plan, aimed at reducing private traffic by means of sustainable mobility. The first part is an analysis of the local transport offering and of employee travel through a dedicated survey.

The second part is about planning, with:

1) MEASURES SUPPORTING BICYCLE USE AND MICROMOBILITY such as the promotion/ development of the JOJOBrt-bike to work project and the creation of a secure, equipped, high quality bike storage area
2) MEASURES TO DISCOURAGE THE INDIVIDUAL USE OF PRIVATE CARS such as the promotion/ development of the JOJOBrt-carpooling project and the creation of reserved parking for carpoolers
3) MEASURES TO ENCOURAGE THE USE OF PUBLIC TRANSPORT such as the assessment and study of different ways of financially supporting such use, and the consolidation of the Company shuttle service

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

TITLE	Target	Actions	Timeframes	Status
INTERNAL COMMUNICATION	Raising employee awareness on environmental matters	Launch of internal communication campaigns including podcasts and talks on environmental issues (carbon neutrality, recycling, energy savings, water consumption, etc.)	Periodic information campaigns (this target is set 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 of environmental matters among employees, their families and the community at large	Organization of sustainability-themed events at Lamborghini Park	Repeated regularly	IN PROGRESS
ENVIRONMENT/SAFETY/ ENERGY TRAINING	Awareness of the correct management of environmental aspects within the Company and of improvement goals (Attendance must be at least 85%)	Delivery of training "Environmental protection at Lamborghini" course available on "Lamborghini Learning Place"	To be completed in the first 3 months after hiring	IN PROGRESS 93% attendance in 2023
COMPANY CARPOOLING SERVICE	Company carpooling service app	Launch of a Company carpooling service which allows employees to share their commutes in a convenient, cost-effective and flexible manner. Incentives are provided to commute on bicycle, on foot or via the Company shuttle service. The service will also allow CO_2 emissions reductions to be measured Incentives are in the form of vouchers	Repeated regularly	RESUMED IN 2022
ENVIRONMENTAL EDUCATION FOR TOP MANAGEMENT	Environmental training for top management (Attendance must be at least 85%)	Preparation of a compulsory training program for top management on environmental sustainability	Repeated regularly	Management course held on October 4, 2023 (a 3 hour in-person course) with 72% attendance. The course was uploaded to the LLP platform and will be available from March 2024

TITLE	Target	Actions	Timeframes	Status
ELECTRIC VEHICLE CHARGING STATIONS	Provision of free electric vehicle charging infrastructure for employees to encourage electric vehicle use Reduction of traffic-related CO_2 emissions and noise	Installation of new electric vehicle charging infrastructure in employee parking lots	Dec-25	2020: 5 charging stations installed and operational within the facility 2022: 14 charging stations installed within the facility, of which 10 are operational 2023: 19 charging stations installed and operational. The installation of a further 16 charging stations is planned for 2024-2025, during the preparation of the Development Plan to 2030
SPECIFIC ENVIRONMENTAL TRAINING COURSE	Awareness of the correct management of environmental aspects at the Company regarding the Single Environmental Authorization (Attendance must be at least 85%)	Preparation of a specific training program for technicians directly involved in environmental management	Repeated regularly	In March 2023, 26 technicians received training, with 100% attendance. Further sessions will be planned in 2024
COURSE ON ECMS RESPONSIBILITIES (RASI MATRIX)	Inform and engage department heads on their responsibilities regarding environmental compliance requirements	Course to describe the responsibility matrix (RASI MATRIX) on the Environmental Compliance Management System (ECMS)	Q2 2024	In planning stage
MOBILITY	Promotion of bicycle use	Improvements to the Company areas for storing bicycles	Coinciding with the period when bicycles are most used (spring-summer)	IN PROGRESS
MOBILITY	Incentives to use shared transport	Keep private shuttle operational from the station of San Giovanni in Persiceto to the Automobili Lamborghini facility	Daily	IN PROGRESS
MOBILITY	Incentives to use shared transport	Agree integrated public transport proposal through an agreement with the local public transport company	Daily	IN PROGRESS
MOBILITY	Incentives to use shared transport	Creation of reserved spaces for carpooling users	Daily	IN PROGRESS

3.2 Biodiversity

KEY RESULTS IN 2023

Continuation of various biodiversity protection projects

TARGETS

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 17 acres, using a planting pattern precisely 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 CO_2 emissions, and to maintain biodiversity according to the climate.

After several years of planting, assessments and an analysis 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 CO_2equivalent. The data underlines the increase in the capacity to sequester CO_2 emissions over time and with the gradual establishment and growth of tree varieties. The table shows the cumulative absorption figures, and data were measured by the University of Bolzano based on the annual analyses conducted at Lamborghini Park.

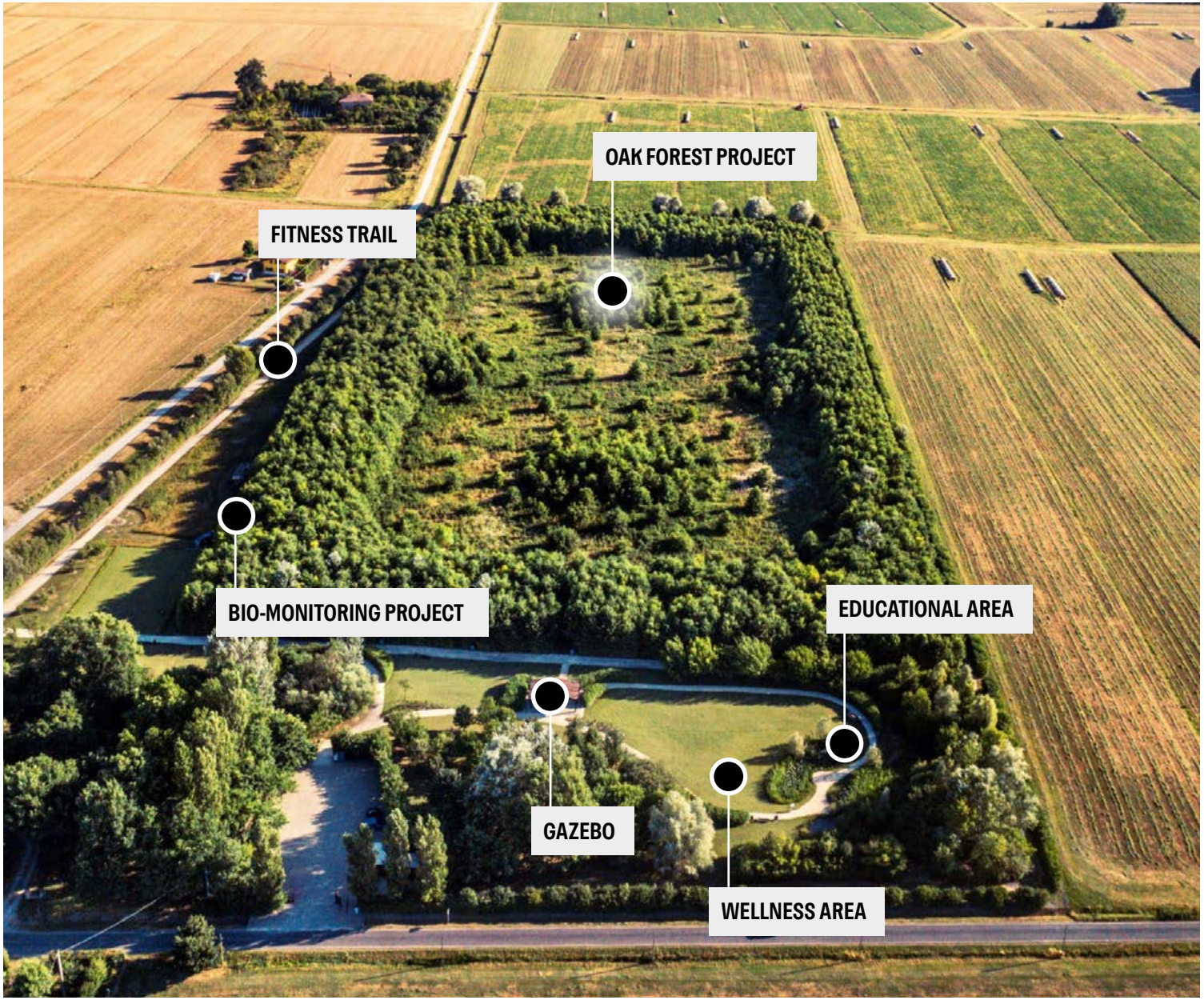
	2021	2022	2023
Carbon storage (in tonnes of C) in the Nelder-wheel plants	11	13	15.45
Carbon sequestration in the tree biomass and soil (in tonnes of C)	120	131	151
Carbon sequestration in the tree biomass and soil (in tonnes of CO_2)	349	480	556

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 that is 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 garden 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 develop 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.

As demonstration of 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 stops and a wellness area for fitness courses open to all employees. Some of the fitness equipment is made from wood certified by the FSC (Forest Stewardship Council). Furthermore, the CO_2 emissions from 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 for 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) are 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 production site's boundaries, while the area of off-site green spaces comprises Lamborghini Park, the size of which has remained unchanged (70,000 m^2) 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.

	2021	2022	2023
Total surface area of land occupied (m^2/vehicle, year)	41.6	34.8	34.6
Total impermeable surface area (m^2/vehicle, year)	20.7	17.3	18.2
Total surface area of on-site green spaces	3.1	2.6	2.8
Total surface area of off-site green spaces (m^2/vehicle, year)	8.4	7.1	7.0
No. of vehicles produced/year	8,302	9,926	10,014

Targets

In 2023, biodiversity development projects were defined and realized.

TITLE	Target	Actions	Timeframes	Status	Notes
OAK FOREST PROJECT	Study of the best position for tree growth based on CO_2 sequestration and fructification in the various geographic areas where Group plants are located	New studies conducted in Lamborghini Park: – Fructification study – Talking tree project	Three-year contract	IN PROGRESS (REPEATED PERIODICALLY)	In 2023, a study was conducted on oak fructification, in conjunction with the universities of Munich and Bolzano. It is expected that the study will be repeated annually In January 2024, CO_2 sequestration monitoring sensors were installed on 16 oak trees
TREE PLANTING PROJECT	Increased local biodiversity	2,500 trees and shrubs were planted on the surrounding land	Oct-22	COMPLETED	March 2022: 1,400 trees and shrubs were planted in an area of about 1.6 hectares in San Giovanni in Persiceto October 2022: 1,100 trees and shrubs were planted in an area of about 1.7 hectares in Nonantola

Environmental bio-monitoring

It was in 2016 when 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 depend on pollination from 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. Flowers are widespread distributors of energy, bees are flying means of transportation and the hive is a processing and storage center in the form of honey. The ecosystems remain in balance because the bees ensure reproduction for the plants. The Automobili Lamborghini environmental bio-monitoring station comprises 3 of the 13 bee hives that are used for the production of certified Lamborghini-brand honey that is 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 on 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. The nest-building material was placed near one of the Company entrances, that is, within the Sant'Agata Bolognese industrial area rather than in the Park. The component analyzed was pollen, collected as food for the larvae.

Once again in 2023, as in the previous year, certain pollutants were identified in detectable concentrations from analyses conducted on the beehive components. Regarding the crop protection products, no residues were found of any of the great number of active ingredients searched for, apart from glyphosate, found in the honey samples from April and from July (in concentrations of 0.012 and 0.018 micrograms/kg respectively, LOQ 0.01). The Park is surrounded by farmland, with very few fruit trees and large expanses of alfalfa. This means the use of chemicals in agriculture is limited, an exception being the above-mentioned glyphosate, ubiquitous herbicide, probably also used in private urban areas and in the small business district. This explains why the presence of residues of crop protection products was not detected by the bees. Dioxin and furan, identified in previous years, were completely absent during sampling in 2023, which is undoubtedly good news. No antibiotic residues were detected by the bees, while some polycyclic aromatic hydrocarbons (PAH) were found, with the particular hazardous dibenzopyrenes (several compounds) found in the honey and in the bees themselves. The molecules found at the highest concentrations in both matrices were naphthalene and phenanthrene. Together with lower concentrations of acenaphthene, fluorene, anthracene, phenanthrene, fluoranthene and pyrene, they are used as intermediates in the production of plasticizers, pigments, dyes and pesticides. The most abundant heavy metals were iron, copper and manganese, found within average concentrations for honeys. The same for nitrates, sulfates and chlorides.

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. Other than alfalfa, there was no crop of interest to the bees in the area surrounding the Park. The unseasonal climatic conditions, with abundant rain in late spring and severe drought over the summer, strongly impacted the bees' wellbeing and productivity, which was greatly reduced compared to the previous year. There was no dandelion honey (usually produced in spring) or alfalfa honey (usually produced in summer). Honeys that were produced were spring wildflower (in very small amounts owing to the above conditions), lime tree (thanks to the blossom in town), summer wildflower and honeydew (also in very small amounts). The residues found in the honeys extracted from all the hives reflect that found in the three sample hives. Only the summer wildflower honey was found to contain glyphosates, in very low concentrations; the spectrum of heavy metals, PAH and anions was in line with that found in the beehives at the bio-monitoring station. The quantity of heavy metal residues appeared significantly reduced compared to previous years. Also worth noting was the almost complete absence of nitrates. Regarding the quality of the honey, Lamborghini honey can be considered safe and of high quality.

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. A positive aspect is that, although natural areas are limited in the surrounding environment (with the exception of the oak wood), the predominance of extensive crops subjected to small amounts of chemicals has limited damage to the bees and the accumulation of residues in the honey.

3.3

Other environmental aspects linked to vehicle life cycle

Reference SDGs in chapter

Materials

In 2023, Lamborghini unveiled the Lanzador concept car, a preview of the future fourth model announced by the Company and planned for 2028. The concept car's cabin is a truly futuristic space, which incorporates Lamborghini's "Feel like a pilot" approach. Pilot and passenger are welcomed into an ergonomic space, with a control panel that is thin and light and that allows you to proactively adjust how the car handles during the drive. **The sustainable materials used in the interior, such as the regenerated carbon and recycled fibers, both for visible and non-visible elements**, demonstrate the Company's commitment to reducing its environmental impact without compromising on the luxury and comfort typical of a Lamborghini.

From 2023, the focus on and search for sustainable materials for use in the vehicle interior has indeed become a fundamental part of our decarbonization strategy.

Reusable packaging for procurement of vehicle components

As part of the drive for increased environmental sustainability, the Logistics Engineering project aims to extend to virtually all suppliers the use of standard VW Group or "special" Lamborghini containers for the procurement of vehicle materials.

These special containers, also known as "two-way" containers, are completely reusable, unlike the cardboard ("one-way") containers. When "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 the components' properties permit (for light and non-bulky parts), the use of green materials is favored, such as PPE, which is 100% recyclable. Currently, **95% of vehicle components** for all 3 models now in production 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 remote and less accessible 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.

95%

vehicle components
supplied in completely reusable containers across the entire product life cycle

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 CO_2 emissions estimated at 1,903 t/year considering 2021 volumes.

-1,903

t/year of CO_2
thanks to the shift to rail transport

In June 2023, we obtained ISO 14064:2018 certification following the implementation of a process of annual tracking and monitoring of CO_2 emissions associated with the entire production material transport network. The data collected 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, and must 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 carry the same weight as other important criteria in the tendering process.

4.0 LEGAL COMPLIANCE

LEGAL 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 the measures required to comply. Compliance with legislative obligations is regularly assessed according to the methods described in the Environmental Management System.

Atmospheric emissions

For the production plant in Via Modena, the Single Environmental Authorization (SEA) in force was issued by executive resolution no. DET-AMB-2024-35 of 01/08/2024, annulling the previous SEA adopted by executive resolution no. DET-AMB-2022-6079 of 11/28/2022. The request to substantially modify the latter, which was followed by the current authorization of January 2024, was necessary due to the Paintshop expansion project, the realization of which will lead to new atmospheric emissions from the operations that will be carried out in the new building. Some authorized emissions are already operational.

The emissions authorized under the previous authorization no. DET-AMB-2022-6079 of 11/28/2022 have all been put into operation.

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

Besides the six-monthly limit compliance checks, a continuous emission monitoring system (CEMS) was installed on the Paintshop emissions abatement system, consisting of a thermal afterburner, to measure the flow rate, temperature and Volatile Organic Compounds (VOCs) released from the chimney stack. The system complies with the parameters set by the SEA.

Some operations conducted in the plant that envisage the use of VOCs (painting and surface cleaning) are also subject to further authorization because they exceed the solvent consumption thresholds prescribed by article 275 of Italian legislative decree no. 152 of April 3 2006. Each year, the solvent management plan is sent to ARPAE for each of the two operations and the quantities consumed of products containing VOCs indicated in the authorization are logged in the VOC Emissions Register.

Atmospheric emissions from the OOCC site, because of their type, are subject to a simplified authorization as per Article no. 272 of Italian legislative decree no. 152 of April 3, 2006, by means of a general authorization included in SEA no. DET-AMB-2023-5491 of 10/20/2023, issued following a request for a substantial modification of emissions and that annuls the previous DET-AMB-2023-732 of 02/15/2023. Regular checks are not envisaged for this type of atmospheric emission. The authorization's requirements are complied with.

Public groundwater abstraction

Automobili Lamborghini has a permit to withdraw 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 by executive resolution no. DET-AMB-2016-2918 of 8/21/2016 and expires on 12/31/2025.

Due to the increased water demand resulting from the plant's expansion, in 2021, a request was submitted to increase the quantity of water that can be withdrawn, followed by the substantial variation of the permit issued by executive resolution no. DET-AMB-2021-2760 of 5/31/2021, currently in force. The permit variation, which

expires on 12/31/2030, increased the maximum abstraction volume from 155,200 m^3/year to 200,000 m^3/year, and established a requirement for continuous piezometric monitoring to be 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 2023 was 223,168 m^3.

In 2022, a request was submitted for authorization to drill a new well for industrial use and a concomitant request for a substantial change to permit no. DET-AMB-2021-2760 of 05/31/2021, requesting an increase in the maximum permitted abstraction volume from 200,000 m^3/year to 260,000 m^3/year. The drilling of the new well was approved by executive resolution no. DET-AMB-2023-2056 of 04/20/2023 issued by ARPAE, contingent on the realization of water consumption reduction and monitoring projects proposed by Lamborghini at the time of the request, and that should lead to a reduction in water consumption of some tens of thousands of cubic meters. The substantial change to the permit to abstract public groundwater will be issued once the relevant procedure has been concluded.

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 abstracted.

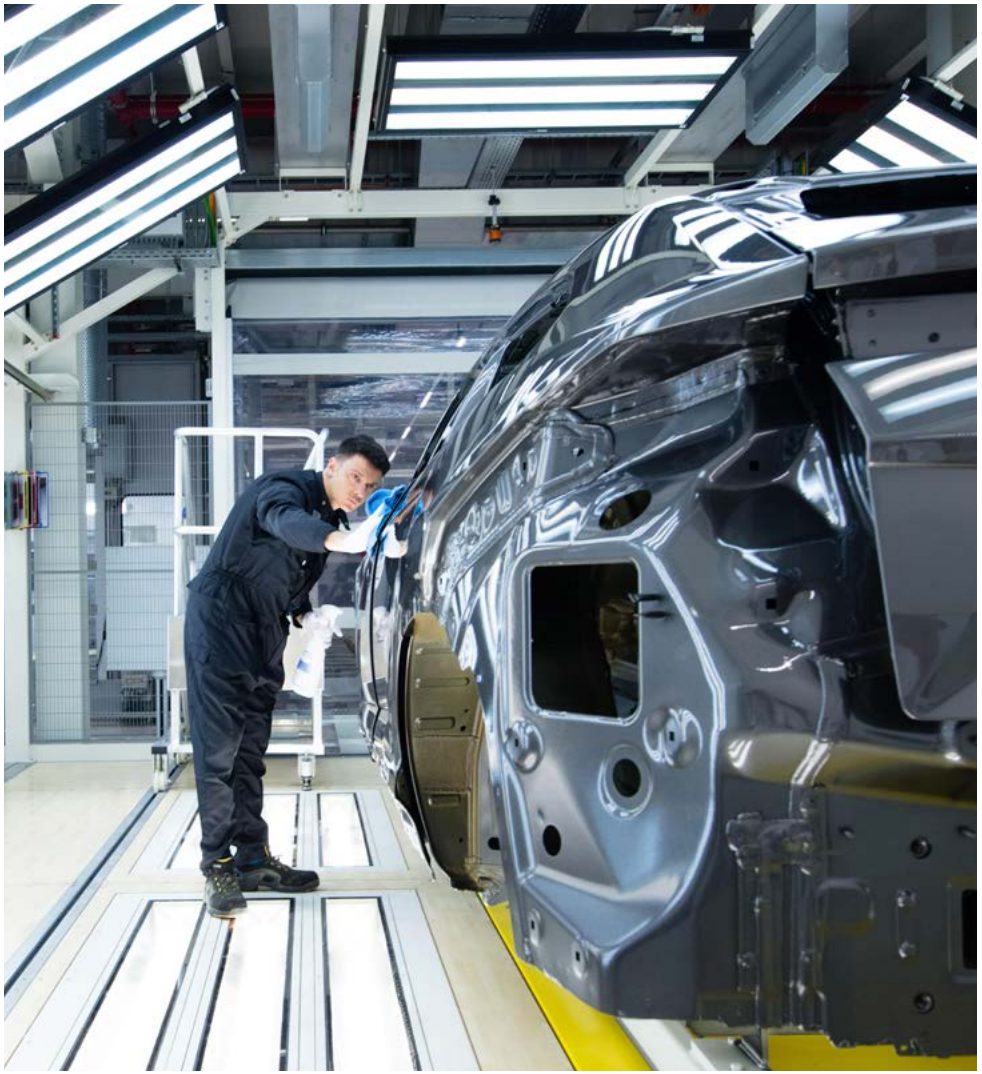
Waste Management

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 the authorized facilities. 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 and timeframes 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 an increase in the greenhouse effect and thus 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 companies certified as per current regulations, allows the accidental release of gas to be prevented and any leakage to be identified; despite such regular checks, potential faults resulting in gas leakage may still occur. The results of the checks are logged and all the activities carried out as per applicable legislation to ensure the optimal functioning of the systems.

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 water generated by the production process and by production process equipment, discharged into the public sewage system after processing in a Company treatment plant (partial discharge SN_1_IND) via the discharge point named SRF_IND_N01, comprising combined industrial waste water, domestic-type waste water and non-industrial waste water;
- stormwater runoff sent to the public sewer via a separate drainage system;
- stormwater runoff discharging into surface water.

Discharges from the site at 12, Via Modena are authorized by the Single Environmental Authorization issued by ARPAE by executive resolution no. DET-AMB-2024-35 of 01/08/2024, which annuls and replaces the previous authorization no. DET-AMB-2022-6079 of 11/28/2022 and subsequent amendment DET-AMB-2023-1659 of 03/31/2023, which authorized the project to reuse industrial waste water from the Company purifier for the irrigation of the plant's green areas, subject to various requirements and with the purpose of saving water. It is envisaged that the project will be realized by the end of April 2024.

Compliance with the pollutant concentration limits in industrial waste water discharges is monitored by an external specialist laboratory, previously by means of four analyses per year – which has now become six under the new authorization. All checks show compliance with the specified limits.

At the point where waste water is discharged into the public sewage system SRF_IND_01, a meter has been installed that measures the volume discharged; the values are recorded by software equipped with an alarm mechanism in the event that the limits set by the authorization are exceeded.

The authorization's requirements are complied with.

Discharges from the OOCC site in Via F. Lamborghini are authorized by the Single Environmental Authorization (SEA) issued by executive resolution no. DET-AMB-2023-5491 of 10/20/2023, annulling and replacing the previous SEA adopted by executive resolution no. DET-AMB-2023-732 of 02/15/2023.

The SEA in force authorizes: the integration of the two previous discharges, comprising the combination of industrial waste water and non-industrial waste water into the public sewage system; a waiver of certain parameters for limits to discharges into the public sewage system; and the modification of the internal sewage system.

Following the modified authorizations, each of the two buildings making up the OOCC site (known as OOCC1 and OOCC2) discharge the following types of waste water:

- industrial waste water and non-industrial waste water from OOCC1 and OOCC2, which will be discharged together into the public sewer system via a single discharge point SFR_IND_N01, following the discontinuation of the two previous discharge points;
- stormwater run-off from the yards and roofs, discharged into the public sewer system via two discharge points, one for each building.

The new authorization of October 2023 also requires four analyses per year at discharge point SFR_IND_N01, comprising combined industrial waste water and non-industrial waste water.

From the analyses conducted in 2023 on the two discharge points authorized by the previous SEA, it emerged that limits were exceeded for certain parameters set for discharges into the public sewage system (mainly chlorides and ammoniacal nitrogen) attributable to water softener backwash and to restroom discharges. In agreement with the water service provider, in May 2023, a waiver from the limits was requested for chlorides, ammoniacal nitrogen, phosphorus and aluminum due to the nature of their properties and to the limited volume

of water discharged. This was followed by the current SEA.

From the analyses conducted in December 2023, again on the two discharge points that will be integrated into a single point SFR_IND_N01, compliance was confirmed with the limits set by the new authorization.

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 of 03/01/1991 still 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 as part of the authorization.

In November 2023, a report was prepared and submitted containing the outcomes of the compliance checks regarding the limits set by authorization no. DET-AMB-2021-4156 of 08/18/2021 (systems relating to the Emission Test Center – ETC) and compliance checks regarding the limits set for the systems approved by subsequent authorizations no. DET-AMB-2022-1763 of 04/07/2022 and no. DET-AMB-2022-6079 of 11/28/2022.

The noise impact requirements of the current SEA no. DET-AMB-2024/35 of 01/08/2024 entail: the submission, by 01/31/2024, of a sound test study of the overall plant in order to confirm compliance with current noise limits; the installation of equipment with specific acoustic properties; and the fitting of soundproofing panels. Within 90 days of the new equipment relating to the Paintshop expansion becoming operational, a report confirming compliance with incoming limits must also be sent to ARPAE.

Following the above, in January 2024, a communication was sent to the Town Council and to ARPAE stating that the sound test study of the overall plant sent in November 2023 is an accurate representation of current conditions. The communication also included a request that a subsequent sound test study of the overall plant confirming compliance with noise limits can be conducted in conjunction with the acoustic testing required following the Paintshop expansion.

In the OOCC facility, located within a predominantly industrial area with few residential properties, all the noise impact requirements of the previous authorizations were met: in the new SEA issued in October 2023, no further actions concerning sound were required.

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 per Italian Presidential Decree no. 74 of 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 event of changes to buildings within the facility or the construction of new ones, Automobili Lamborghini, through accredited bodies or experts, prepares the following documentation to certify the various buildings' energy characteristics:

- 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, by April 30 each year, 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 no. 102 of July 4, 2014.

The savings achieved are reported 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 online 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 parties 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 annual and monthly reports to public bodies ARERA and TERNA, as required 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 renewed with protocol 33623 of 11/16/2023 for the main production site at 12, Via Modena 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 a further 71 activities included in the same appendix.

  Following the renewal of the CPI document no. 4151, the following fire prevention procedures were completed:

  RECEPTION BUILDING – OFFICES – SHOW ROOM – BOUTIQUE:
  SCIA submitted for modification of activity 69.2.B with ref. no. 29827 of 12/18/20.
  Fire department inspection conducted and passed successfully on 02/02/2024.

Record of technical inspection protocol no. 4440 of 02/14/2024

CENTRO STILE BUILDING:
SCIA submitted for modification of activity 53.3.C with ref. no. 37178 of 12/19/2023.
Fire department inspection conducted and passed successfully on 02/02/2024.
Record of technical inspection protocol no. 4875 of 02/19/2024

TLC BUILDING:
SCIA submitted for modification of activities 44.1.B, 63.1.B, 70.2.C with ref. no. 255 of 01/03/2024.

CFK-EAST BUILDING:
SCIA submitted for the extension of EAST and GFM areas for modification of activity 44.3.C with ref. SUAP no. 2429 of 02/17/2024.

— CPI, file no. 74521, validity extended to 4/28/2027 (Via Lamborghini 30) regarding the production plant for experimental composites, known as OOCC, for the activity "plants where inflammable and/or oxidizing gases are used with overall quantities in cycle above 25 Nm^3/h" identified at no. 1.1.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.

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: 02/29/2024

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 2025.

automobili Lamborghini