



# AUTOMOBILI LAMBORGHINI ENVIRONMENTAL STATEMENT



# AUTOMOBILI LAMBORGHINI S.P.A. ENVIRONMENTAL STATEMENT

**Pursuant to EC Regulation no. 1221/2009 and compliant with  
Commission Regulation (EU) 2018/2026  
Sant'Agata Bolognese (BO), Italy  
Information current as at 12/31/2021  
First update to the fifth edition**

This Environmental Statement reports data and information on the Automobili Lamborghini plant Environmental Management System, as per the EMAS (Eco-Management and Audit Scheme) regulation. This is one of the tools specifically adopted by the Council of the European Union with the key aim of underscoring a company's role and responsibilities regarding environmental protection. This Environmental Statement also offers an overview of the environmental projects set up by the Company, including the use of renewable energy, CO<sub>2</sub> emissions reduction and biodiversity protection.

**Company name:** Automobili Lamborghini S.p.A.  
**Registered office:** Via Modena 12  
Sant'Agata Bolognese  
Bologna  
40019

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

**Tel.:** +39 051 6817611  
**Fax:** +39 051 6817644  
**Website:** [www.lamborghini.com](http://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 site at 12, Via Modena and 30, Via F. Lamborghini - Sant'Agata Bolognese (BO), Italy.

**Total workforce at 12/31/2021:** 1,897  
**Total waterproofed surface area:** 172,000 m<sup>2</sup>  
**Total surface area within the site set aside for nature:** 25,860 m<sup>2</sup>  
**Total surface area outside of the site set aside for nature:** 70,000 m<sup>2</sup> (Lamborghini Park)  
**Chairman & CEO:** Stephan Winkelmann  
**Environmental Manager:** Massimo Scarpenti  
**Email:** [massimo.scarpenti@lamborghini.com](mailto:massimo.scarpenti@lamborghini.com)  
**Tel.:** +39 051 215 7774

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

**Environmental Management Audit IT-001144**

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

English translation of the document validated in Italian.

**CSD 11.1**



# BOILER PLATE

AUTOMOBILI LAMBORGHINI S.P.A.



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

The Urus - the first Super SUV - was launched in 2017. It created a new segment for luxury cars and set a new benchmark for power, performance, driving dynamics, design, luxury and everyday usability.

The Huracán range, heir to the iconic Gallardo, debuted in 2014 with the Coupé model, followed by the Spyder, by rear-wheel drive models, by the Performante in 2017 - which set record times on various international circuits - and the Performante Spyder in 2018. In 2019, the new Huracán EVO was introduced with the Coupé and Spyder versions, equipped with a next-generation V10 engine, sophisticated aerodynamic solutions and advanced driving-dynamics control systems. The start of 2020 saw the launch of the rear-wheel drive Huracán EVO RWD, which puts the driver at the center of a spontaneous and exhilarating experience. In May 2020, the new Huracán EVO RWD Spyder was unveiled, the first virtual launch using augmented reality. November 2020 saw the virtual launch of the Huracán STO (Super Trofeo Omologata), a super sports car approved for road use and inspired by the sporting tradition of the Huracán Super Trofeo EVO and Huracán GT3 EVO racing cars.

The Aventador S, with its Coupé and Roadster versions, is the new benchmark in the V12 super sports car segment. The Aventador SVJ, unveiled in August 2018, held the record for the fastest production vehicle on the famous Nürburgring-Nordschleife track in Germany, covering the 20.6 km lap in just 6:44.97 minutes. The SVJ Roadster was introduced onto the market in 2019. In July 2021, Automobili Lamborghini launched the Aventador LP 780-4

Ultimae, a model that pays homage to the iconic V12 combustion engine and that captures the purest essence of all the Aventador models. The Aventador LP 780-4 Ultimae takes the performance of the SVJ and the sophisticated elegance of the Aventador S, bringing design and dynamism together in the Coupé and Roadster versions to create a collector's vehicle.

With 173 dealers in 52 countries, today Lamborghini is a global company with an evenly distributed presence across the three macro-regions: America, Europe/Middle East/Africa and Asia Pacific. The 2021 financial year proved to be the best ever in terms of sales (8,405 vehicles delivered), turnover (€1.95b) and profitability (20.2%). Based on record business and financial results and with the support of its 1900 workers, Lamborghini today is focused on an ever more sustainable future, a period of great transformation in light of the electrification of the entire range, while never compromising the values and DNA of the brand.

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

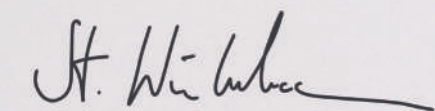


# Contents

	Introduction by Stephan Winkelmann	2
	The 2030 Strategy	4
<b>1.0</b>	<b>Environmental responsibility: a concrete commitment</b>	<b>6</b>
	1.1 The Automobili Lamborghini production process	
	1.2 Environmental and Energy Policy	
	1.3 Lamborghini Environmental Mission Statement	
	1.4 The Company's Environmental Management System	
<b>2.0</b>	<b>Significant environmental aspects</b>	<b>18</b>
	2.1 Energy consumption	
	2.2 Greenhouse gas emissions	
	2.3 Water consumption	
	2.4 Waste production	
	2.5 Use of substances containing Volatile Organic Compounds (VOC)	
<b>3.0</b>	<b>Non-significant environmental aspects</b>	<b>58</b>
	3.1 Training, information and communication	
	3.2 Biodiversity	
	3.3 Other environmental aspects linked to vehicle life cycle	
<b>4.0</b>	<b>Regulatory compliance</b>	<b>72</b>
<b>5.0</b>	<b>Validation of the Environmental Statement</b>	<b>82</b>

# INTRODUCTION BY STEPHAN WINKELMANN

CHAIRMAN & CHIEF EXECUTIVE OFFICER  
OF AUTOMOBILI LAMBORGHINI S.P.A.



**SUSTAINABLE DEVELOPMENT ON  
MANY LEVELS.  
FROM COP26 IN GLASGOW TO ACTIONS  
TAKEN BY AUTOMOBILI LAMBORGHINI.  
A SHARED COMMITMENT FOR A MORE  
SUSTAINABLE FUTURE.**

# Intro

Both globally and for Automobili Lamborghini, 2021 was a crucial year for sustainability issues. In Glasgow, COP26 took place, the annual climate conference organized by the United Nations within the UN Framework Convention on Climate Change (UNFCCC). This year, perhaps more than others, was a watershed year because, among the conference attendees, it was the global superpowers who independently and autonomously acknowledged how far we are from reaching the targets set by the Paris Agreement in 2015. In light of this slowdown in the measures agreed at COP21 in Paris, the same superpowers decided to set up a joint committee that will meet in the next few months to "strengthen climate action" over this decade. The target must be unequivocal, that is, to limit the global temperature rise to below 2 degrees, and close to 1.5 degrees by the end of the century. Solutions to the problem include a strong push to create a global market for CO<sub>2</sub> emissions.

While this is the global picture, at Automobili Lamborghini, we have not been standing on the sidelines, on the contrary. We have made a solid contribution to sustainability with clear measures and tangible results. The main news was the announcement in 2021 of the Program "Direzione Cor Tauri", an ambitious project that will involve the hybridization of the entire range in the next few years and the creation of a fourth full-electric model. A landmark change for the super sports car industry, but much needed because our customers are requesting it - increasingly concerned about environmental issues - and also dictated by legislation and by agreements made at COP26. The time for theorizing has passed, it is now time for action.

Action that has always been integral to Lamborghini's sustainability plan. Indeed, we have set a target for the end of 2025 to reduce CO<sub>2</sub> emissions by 50% across our product range. Achieving this has required investments and the development of green programs since 2009, in more innocent times, enabling us to achieve CO<sub>2</sub> neutral certification back in 2015 for our entire manufacturing plant, continuing to pursue our strategy of "avoid, reduce, offset" and gradually reducing emissions volumes through new projects.

The announcement of the greatest investments in sustainability in our history, circular economy projects and a new green logistics project, replacing road transport with rail, are some of the measures Lamborghini developed last year, alongside a long-standing series of initiatives. As a result of these measures, we were proud to receive the Green Star Award for the second time, thanks to which Lamborghini was included among Italy's most sustainable companies. We are now pursuing an even more sustainable future, with the goal of evolving from a CO<sub>2</sub>-neutral production site into a CO<sub>2</sub>-neutral company through a holistic approach involving product, factory, logistics, and supply chain.

Our decisions on environmental sustainability are continuously shaped by our Environmental and Energy Policy and by the Sustainable Development Goals of the United Nations' 2030 Agenda. The latter is a sustainability handbook to be followed to the letter so as to respect the commitments taken by the world's major countries. Such change must take place on many levels, so that everyone is involved and contributing to guaranteeing a future for our planet.



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 this year, allows the Company to tackle the landmark changes of the next few years in order to pursue the implementation of its vision, so responding to two main requirements: to define who it wants to be over the next few 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, the environment, and internal aspects of the Company's structure and governance. In June 2021, therefore, it set up a sustainability Project Team, represented by all corporate areas and guided by the Company Strategy, which brings together initiatives in the ESG (Environment, Social and Governance) spheres. The Project Team both integrates existing initiatives, and introduces or gathers 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<sub>2</sub> emissions as part of its ongoing challenge, in parallel with the Company's continuous growth, to continue to offset the impact of its manufacturing site and of its initiatives.

Aside from sustainability, the Company intends to continue to be an employer of choice. In this way, it reconfirms its commitment to the world around it, and makes an ethical and responsible commitment to a future for current generations and for those to come.

## LAMBORGHINI AS AN ETHICAL COMPANY

Identifying sustainability as a Company objective within its Strategy is a strong undertaking of responsibility to its stakeholders and to the community in which the Company operates everyday. Sustainability, for Automobili Lamborghini, is an absolute obligation, a commitment to the world around it that brings with it a dual responsibility, not just as a Company but also as a high profile brand. Policies of responsibility, if well managed, can give impetus to virtuous processes in today's business model.

Indeed, economic growth is not in itself sufficient; to be of genuine value, development must improve quality of life long term, thus safeguarding the foundations of society.

Automobili Lamborghini increasingly identifies itself as a company that operates according to ethical principles and it cannot, therefore, disregard the need to adopt guidelines as a framework for its actions.

These guidelines should not be considered a list of rules, but rather a personal commitment from each of us at Lamborghini, with the aim of making our region unique by leveraging the corporate culture and business style that sets the Company apart.

Automobili Lamborghini S.p.A. firmly believes, both as a Company and as a group of individuals, that the key to business success lies in the integrity with which it operates, in full compliance with the law and wholly committed to pursuing its ethical principles.



Torre 1963

# 10

## ENVIRONMENTAL RESPONSIBILITY: A CONCRETE COMMITMENT

# ENVIRONMENTAL RESPONSIBILITY: A CONCRETE COMMITMENT

## 1.1 THE AUTOMOBILI LAMBORGHINI PRODUCTION PROCESS

The Automobili Lamborghini S.p.A. production facility is located in Sant'Agata Bolognese, a town near Bologna, in an area of flat terrain at approximately 20 meters above sea level. The first Lamborghini factory was built in 1963 in an area once used for farming. Over the years, the facility underwent numerous modifications before reaching its current size and layout. Today the Lamborghini production site covers approximately 345,000 m<sup>2</sup>. It consists of a number of buildings with a total built-on area of approximately 172,000 m<sup>2</sup>.



At its site in Sant'Agata Bolognese, Automobili Lamborghini S.p.A. designs, develops and produces luxury sports cars, involving the manufacture of carbon-fiber parts and body shells, 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 2021, 8,302 units were produced:

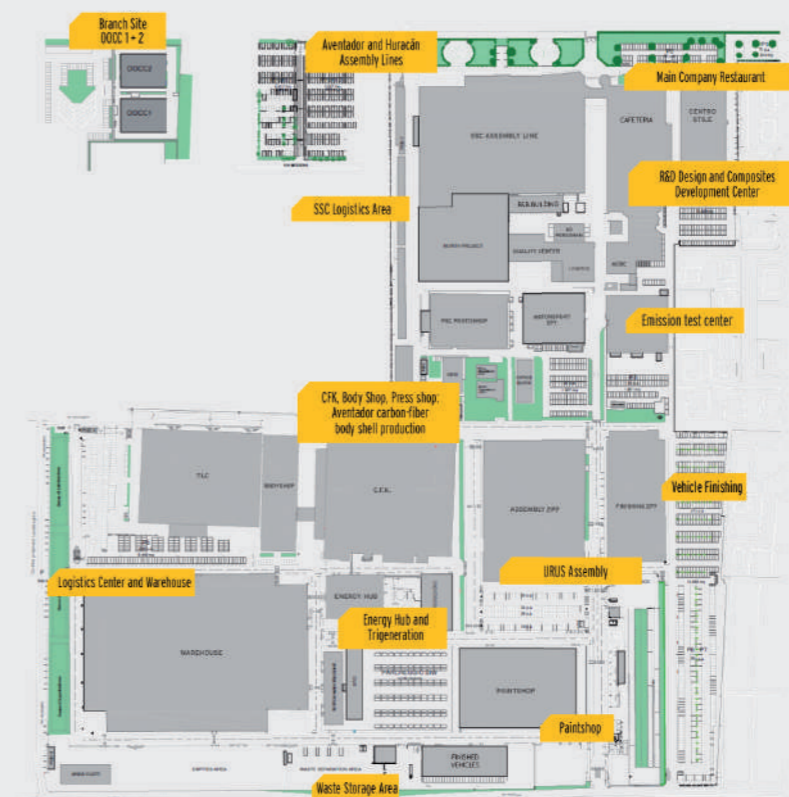
	2019	2020	2021	Unit
Aventador	1,004	876	627	no.
Huracán	2,421	2,010	2,435	no.
URUS	5,233	4,364	5,240	no.
<b>Total</b>	<b>8,658</b>	<b>7,250</b>	<b>8,302</b>	<b>no.</b>



In 2021, Lamborghini produced 8,302 vehicles. A targeted and controlled growth strategy ensured sales grew by 13% compared to 2020, making 2021 the best ever year in sales terms.

**Three new products were launched** during the year, and the future electrification strategy was announced: “**Direzione Cor Tauri**” (Toward Cor Tauri) is a program that will put the Company on the path to the decarbonization of its future models and of the Sant'Agata Bolognese site, in line with its environmental sustainability strategy's holistic approach.

### PRODUCTION FACILITY - GENERAL FLOOR PLAN





# ENVIRONMENTAL RESPONSIBILITY: A CONCRETE COMMITMENT

## 1.2 ENVIRONMENTAL AND ENERGY POLICY

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

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

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

In carrying out its operations, Automobili Lamborghini endeavors to maximize efficiency in its use of natural resources and energy. This commitment is realized through: the development, application and monitoring of an Environmental Management System and Energy Management System that meet **ISO 14001** and **ISO 50001** international standards; the maintenance of **EMAS** registration in order to disclose environmental results in full transparency; and the adoption of a system for monitoring the greenhouse gas emissions of the whole Company compliant with the **GHG** Protocol Corporate Accounting and Reporting Standard.

Automobili Lamborghini has implemented a protocol to keep the plant CO<sub>2</sub> neutral by defining a program for reducing and offsetting CO<sub>2</sub> emissions, prioritizing where possible in-house reduction measures and progressively decreasing the proportion of offsetting from 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 right from the planning phase the impact on the environment and on energy consumption of new investments and technologies, committed to the ongoing improvement of the energy efficiency of its processes and activities;
- reducing and preventing polluting emissions by continually monitoring the environmental aspects associated with its operations.



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

Collaboration and communication with 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.**

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


### THE MAIN ENVIRONMENTAL MEASURES TAKEN BY AUTOMOBILI LAMBORGHINI S.p.A. IN THE ENVIRONMENTAL FIELD:

- Reduction in energy consumption and strengthening of the measures aimed at increasing **energy efficiency and the use of energy from renewable sources**
- Inventory, monitoring and **progressive reduction of sources of greenhouse gases** (GHG), both direct and indirect
- Annual **offsetting** of direct residual CO<sub>2</sub> emissions
- Organization of activities aimed at **protecting biodiversity**
- Promotion of a **circular economy** model in the use of materials, energy and water
- Reduction in the quantity of waste, where possible, and increase in the sorting of waste to promote recycling over disposal
- Monitoring and minimization, wherever possible, of harmful emissions into the atmosphere and, in particular, of volatile organic compounds
- Reduction and management of water withdrawal and discharge
- Provision of training on environmental topics to engage employees and encourage a sense of responsibility
- Strengthening of preventive measures required to avoid incidents with the potential for environmental impact.

# ENVIRONMENTAL RESPONSIBILITY: A CONCRETE COMMITMENT

## 1.3 LAMBORGHINI ENVIRONMENTAL MISSION STATEMENT

In 2021, Automobili Lamborghini S.p.A. implemented its Environmental Mission Statement, which includes the key environmental targets in the macro-areas identified: climate change, resources, compliance and biodiversity.







**Lamborghini Environmental Mission Statement**

### Tempo Zero

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

**KEY ACTION AREAS**

 Climate Change	 Resources	 Compliance	 Biodiversity
<p>Become a CO<sub>2</sub> neutral company latest by 2050, covering the full value chain</p> <p>Implement internal CO<sub>2</sub> reduction measures and offset through external projects</p> <p>Complete the transition to full hybrid product range by 2024. Reduce by 50% CO<sub>2</sub> product emissions by 2025</p>	<p>Reach -35% Site environmental impact by 2025 (ENERGY, WATER, CO<sub>2</sub>, VOC, WASTE)</p> <p>Maximize resource efficiency, reduce energy consumption, increase the use of energy from renewable sources</p> <p>Promote a circular economy model in the use of materials, energy and water</p>	<p>Ensure full compliance with applicable environmental legislation and the Company's ECMS</p> <p>Constantly monitor the environmental impacts associated with our operations</p>	<p>Contribute in the protection of Biodiversity, by engaging with the local community and organizing activities for promoting environmental education</p>



### Climate change

Become a carbon neutral company by 2050, covering the entire value chain. Implement internal CO<sub>2</sub> reduction measures and offset through external projects. Complete the transition to a complete range of hybrid products by 2024. Reduce product CO<sub>2</sub> emissions by 50% by 2025.



### Resources

Achieve -35% in the production site's environmental impact by 2025 (ENERGY, WATER, CO<sub>2</sub>, VOCs, WASTE). Maximize resource efficiency, reduce energy consumption and increase the use of energy from renewable sources. Promote a circular economy model in the use of materials, energy and water.



### Compliance

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



### Biodiversity

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



# ENVIRONMENTAL RESPONSIBILITY: A CONCRETE COMMITMENT

## 1.4 THE COMPANY'S ENVIRONMENTAL MANAGEMENT SYSTEM

The Environmental Management System comprises all the regulations formulated to manage the Company's environmental aspects. Its aim is the continuous improvement of environmental performance, as set out by the **EMAS** regulation and by the **ISO 14001** international standard. In 2009, Automobili Lamborghini S.p.A. was the first Italian automotive company to obtain EMAS registration.

In terms of energy, this tool has been further reinforced by the Energy Management System, certified in October 2011 in compliance with the **UNI EN CEI 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 during 2020-21 with the Environmental Compliance Management System (**ECMS**): a guideline that, for all VW-AUDI companies, sets out the requirements for managing environmental compliance.

In recent years, the Company has decided to further strengthen its environmental policy on climate by adhering to a voluntary commitment in line with government policies on the Kyoto Protocol and the European Union's Climate and Energy Package. At the end of 2012, the Company signed an important agreement with the Italian Ministry for the Environment to define a carbon footprint calculation methodology regarding the production of carbon-fiber body shells and components at the CFK Center, along with accounting for the associated CO<sub>2</sub> emissions. 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 2021, the Company's production plant was certified with the GHG Protocol, and work is ongoing on upgrading to the latest version **ISO 14064:2018**.

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 each year to offsetting its 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 an offsetting program that involves the disclosure, reduction and offsetting of these GHG emissions.



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

The organizational structure for managing the Company's environmental activities are illustrated in the organizational diagram below:

### 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 System with the authority and responsibility to ensure the system is implemented and maintained. He is also responsible for ensuring compliance with all applicable legislation with regard to environmental, energy and workplace health and safety aspects.

### MANAGEMENT REPRESENTATIVE FOR THE ENVIRONMENTAL AND ENERGY MANAGEMENT SYSTEM

The Management Representative has the responsibility and authority for implementing and maintaining the Environmental and Energy Management System 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. The Management Representative ensures the availability of the human and financial resources required by the System and to implement the Environmental and Energy Management Policy and is responsible for approving the environmental and energy improvement goals. At Automobili Lamborghini, the position of Management Representative for Environmental and Energy Matters is assigned to the Industrial Manager.

# ENVIRONMENTAL RESPONSIBILITY: A CONCRETE COMMITMENT



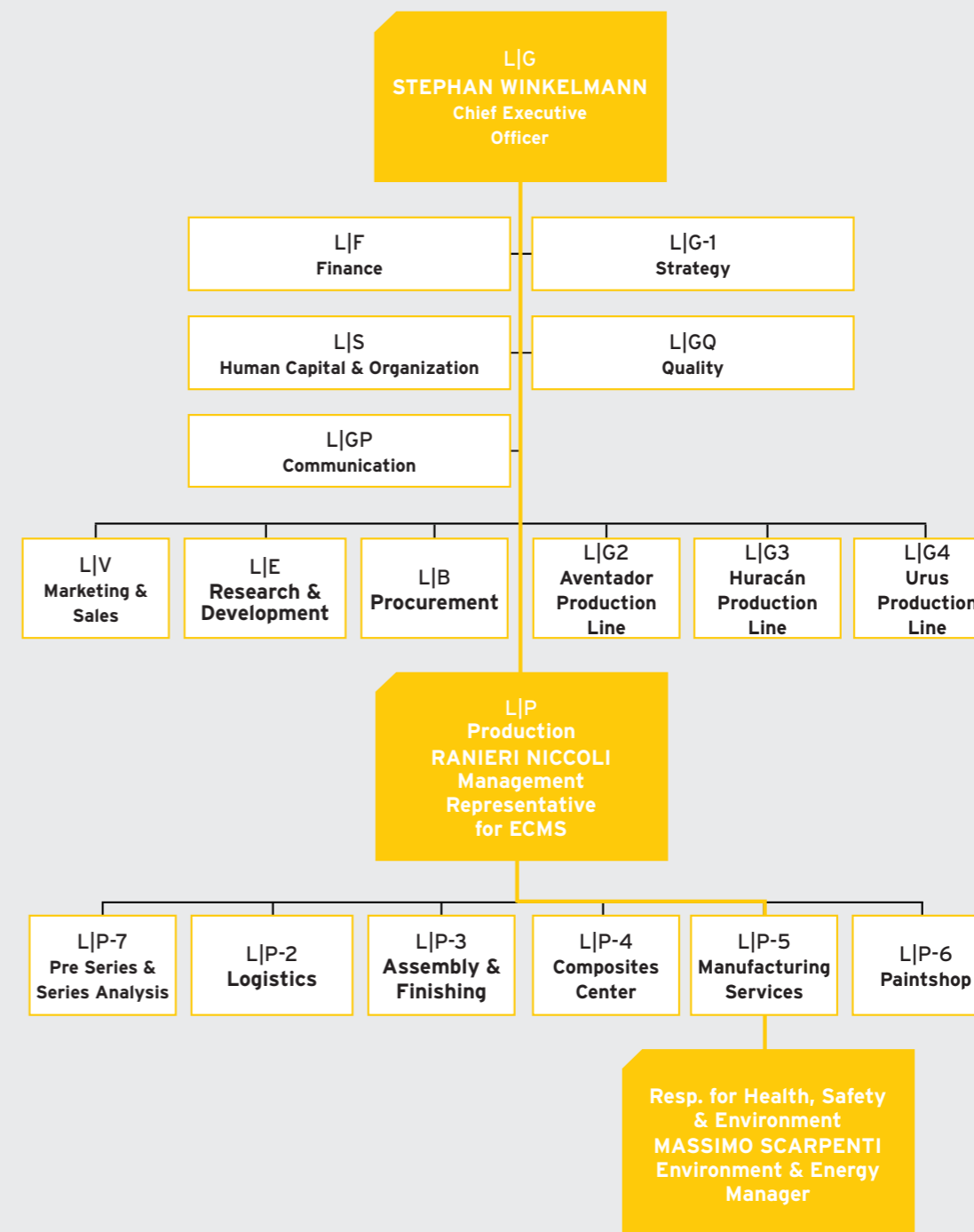
## ENVIRONMENT AND ENERGY MANAGER

The Environment and Energy Manager oversees operational aspects for the Management Representative and is in charge of defining and managing activities concerning the Environmental and Energy Management System. The role involves reporting directly to the Management Representative for Environmental and Energy Matters, as well as heading the Health, Safety and Environment unit, which coordinates all activities envisaged by the Environmental and Energy Management System.

## SUSTAINABILITY PROJECT TEAM AND GREEN TEAM

The Team provides support for the Environmental Management System:

- The Green Team was created to evaluate and develop specific projects for reducing CO<sub>2</sub> emissions and increasing energy efficiency. The Green Team working group comprises Manufacturing Engineering (Industrialization), Technical Services (Infrastructure and Systems) and the Composite Center (CFK Center Process Technologies).
- The Project Team for sustainability promotes the exchange of information and the realization of new initiatives, as well as the monitoring and achievement of targets. The Team is represented by all Company areas and guided by Company Strategy.





# 2.0

## SIGNIFICANT ENVIRONMENTAL ASPECTS

# SIGNIFICANT 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 within a company's activities, products or services that impacts or could impact the environment; in other words, that causes or could cause a change to the latter.

By cause and effect, the environmental aspects and impacts thus constitute the consequences for the environment of activities, products and services.

Identifying the environmental aspects involved the application of a life cycle perspective, that is, considering both aspects that the Company can directly control and those that it can only influence, such as those regarding services procured from third-party suppliers.

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

- extent of the potential or actual damage to the environment;
- expectations or particular needs of the interested parties, including the parent company;
- suitability of current management methods, that is, the potential for improvements through economically viable actions;
- 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;
- waste production;
- use of substances containing Volatile Organic Compounds (VOC);
- atmospheric emissions.

# SIGNIFICANT ENVIRONMENTAL ASPECTS

## 2.1 ENERGY CONSUMPTION

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 S.p.A. are electricity, natural gas and thermal energy from the external district-heating network. Electricity powers the plant systems 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 cogeneration plants and to produce hot water for non-industrial use, and in part for the production process (afterburner).

Given the size of the plants and the offices, the proportion of energy used for lighting and air conditioning is greater than that used in production processes. From an infrastructural standpoint, Automobili Lamborghini has established more restrictive criteria for the construction of new buildings: as of 2011, all new buildings must be energy class A. The following buildings are energy class A: the Pre-Series Center, DESI Training Center, ZP7 Urus, ZP8 Finishing Line, Warehouse, Medical Center and Paintshop. The Torre 1963 office building has a Class-A energy rating as well as LEED (Leadership in Energy and Environmental Design) certification.

In 2021, overall energy demand grew compared to previous years. 2020 was not a representative year in that the COVID-19 pandemic required the Company to shutdown March-May 2020, with a consequent fall in energy demand. When comparing consumption, 2020 will not be used as a reference year.

### TRIGENERATION

Trigeneration is a highly efficient system that allows electric, thermal and cooling energy to be generated from a single fuel, which in Automobili 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 (approx. 1,900,000 kWh) by two absorption chillers designed for air conditioning applications.



The electricity generated is distributed for use in the South Area of the plant, while thermal and cooling energy is distributed via both an underground and overhead internal network.

### DISTRICT HEATING

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

### ELECTRICITY: THE USE OF RENEWABLE ENERGY

Between 2010 and 2011, Automobili Lamborghini installed a photovoltaic system on the parking lot roofing to provide electricity for internal use. It has a power output of 678 kWp and produces approximately 800,000 kWh/year. In 2021, the system enabled a cut in CO<sub>2</sub> emissions of 248 tonnes. The remaining portion of electricity used comes from renewable sources and is purchased via Green Certificates: these certify the renewable origins of the energy sources used by 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 qualified plants. 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.

7 AFFORDABLE AND CLEAN ENERGY



9 INDUSTRY, INNOVATION AND INFRASTRUCTURE



# SIGNIFICANT ENVIRONMENTAL ASPECTS

## ENERGY HUB

The Energy Hub was completed in 2017, 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).

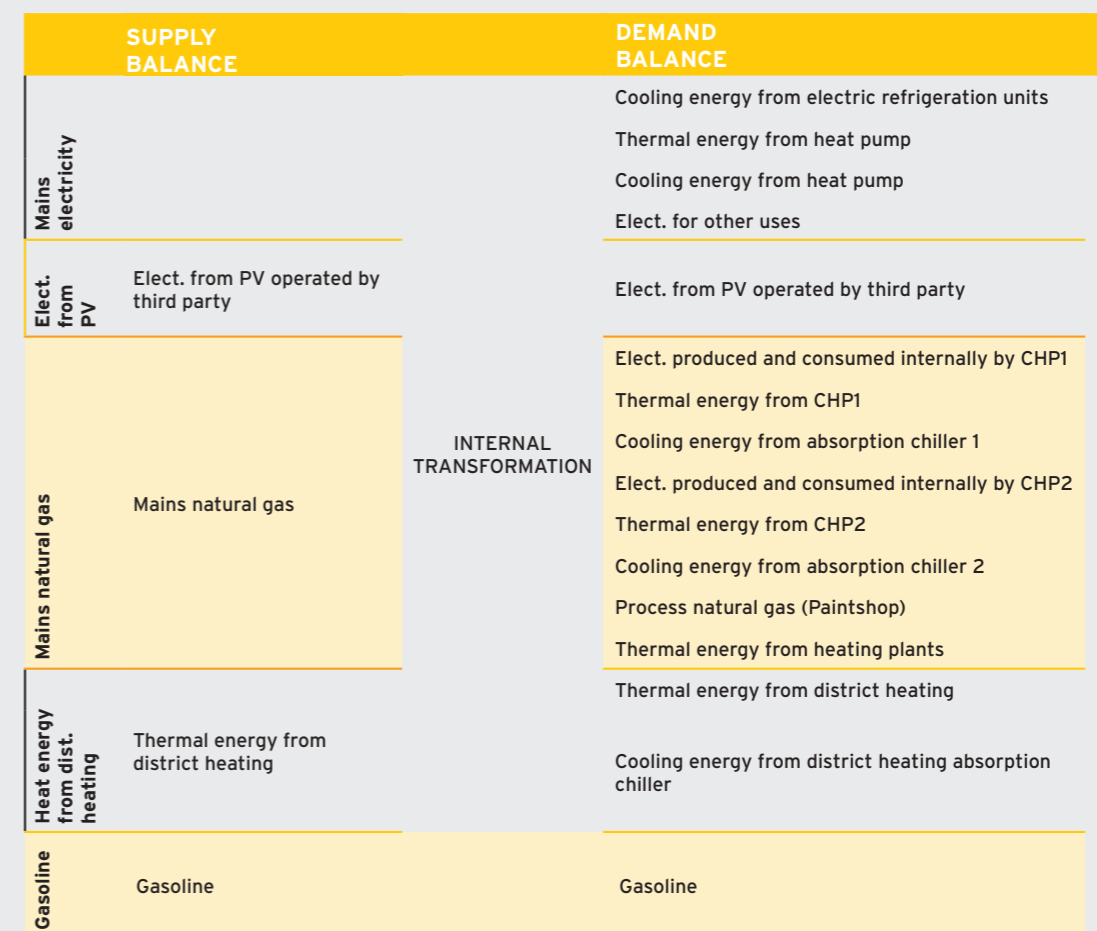
The heating plant is equipped with two 2.7 MW boilers and two 6.3 MW boilers.

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 CHP (Combined Heat and Power 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 synergistically with the Energy Hub distribution system. Centralizing the energy flows in the Energy Hub is key above all for defining 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. Below is a diagram showing the energy supply, internal transformation and requirements necessary for buildings and consumer units to operate correctly.



The complexity of the systems at the Automobili Lamborghini S.p.A. production facility has made it necessary to analyze 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 allows us to obtain important information on the tonnes of CO<sub>2</sub> 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 consumer demand, allows us to assess the real efficiency of the Company's energy system. The efficiency measures undertaken in the improvement plans were sufficient to contain the growth in energy demand, counteracting the significant expansion in recent years in production and in the heated and cooled areas.

7 AFFORDABLE AND CLEAN ENERGY



9 INDUSTRY, INNOVATION AND INFRASTRUCTURE





# SIGNIFICANT ENVIRONMENTAL ASPECTS

The data for the three-year period 2019-2021 are given below:

## TOTAL ENERGY CONSUMPTION (TOE/YEAR)

DEMAND BALANCE	2019	2020	2021
Electrical energy (TOE/year)	6,938	6,880	7,500
Natural gas (TOE/year)	459	680	792
Thermal energy (TOE/year)	2,994	2,506	2,825
Cooling energy (TOE/year)	1,535	1,392	1,328
Gasoline (TOE/year)	473	416	425
<b>Diesel (TOE/year)</b>	<b>NA</b>	<b>7</b>	<b>9</b>
<b>Total</b>	<b>12,399</b>	<b>11,881</b>	<b>12,879</b>

SUPPLY BALANCE	2019	2020	2021
Electrical energy (TOE/year)	6,554	6,346	6,450
Natural gas (TOE/year)	5,264	5,316	5,631
Thermal energy (TOE/year)	292	217	500
Cooling energy (TOE/year)	0	0	0
Gasoline (TOE/year)	473	416	425
Diesel (TOE/year)	NA	7	9
<b>Total</b>	<b>12,583</b>	<b>12,302</b>	<b>13,015</b>

In 2021, the overall demand for electrical, thermal and cooling energy, natural gas and gasoline (total energy requirement) reached 12,879 TOE, an overall increase of about 480 TOE compared to 2019 (+3.9%).

The comparison with 2019 shows a slight rise in overall energy requirements, and specifically an increase in demand for:

- electricity, mainly due to the increase in demand from the Paintshop, following a substantial increase in the department's production volume;
- process natural gas, directly linked to the increase in gas consumption by the Paintshop burners, following a substantial increase in the department's production volume.

## INDICATORS

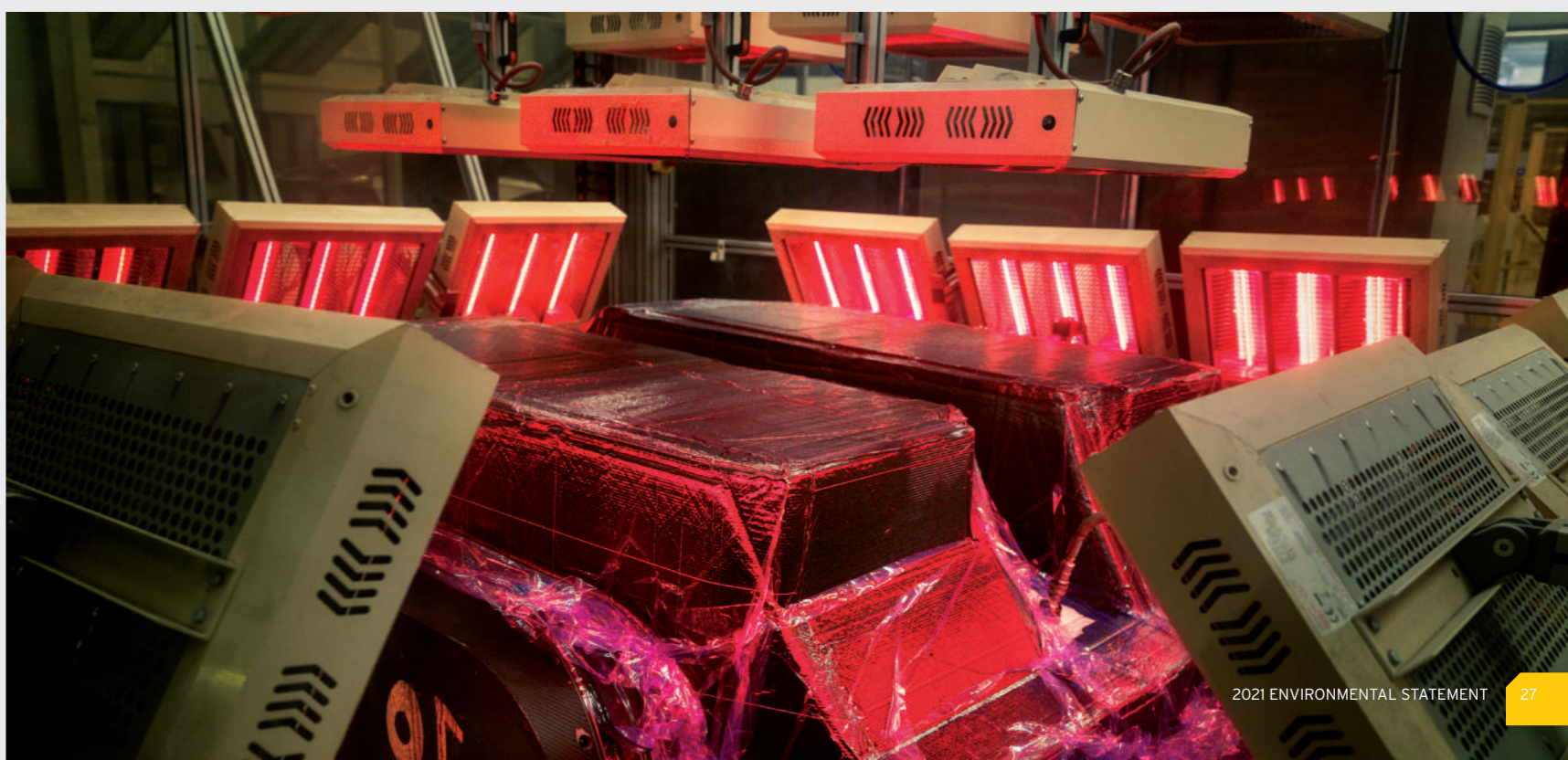
Continuous monitoring of energy consumption is not, however, sufficient to identify the actual trend in the energy performance of processes and buildings. For this reason, specific energy indicators are defined, known as EnPI (Energy Performance Indicators). EnPIs are one of the indicators used as measuring instruments and help to highlight the effectiveness of the 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.

Shown below are the main indicators representing the plant's energy performance, excluding the Paintshop; the Paintshop's energy performance will be analyzed in detail in the next section.

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\*Vheated);
- 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 conditions (Degree Days) and the volumes heated and cooled (Vheated and Vcooled).

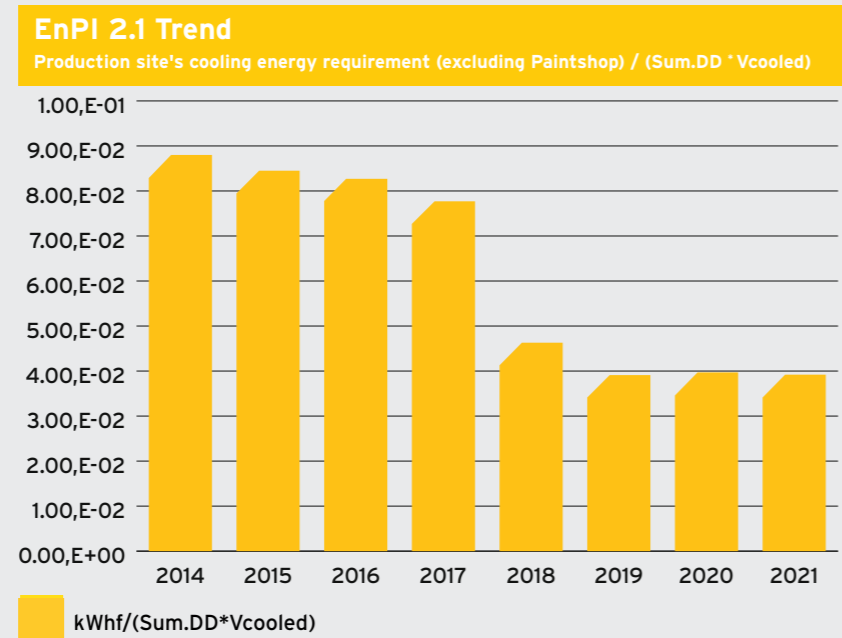
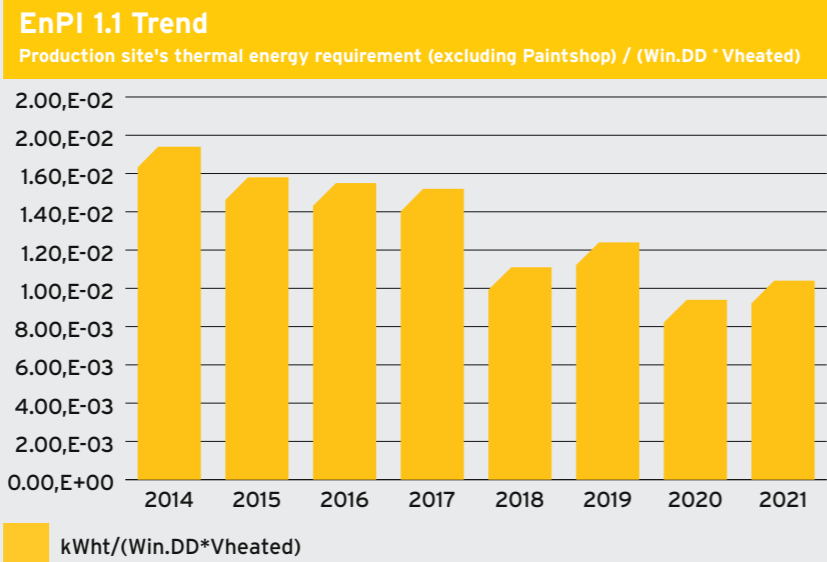


**7 AFFORDABLE AND CLEAN ENERGY**

**9 INDUSTRY, INNOVATION AND INFRASTRUCTURE**

# SIGNIFICANT ENVIRONMENTAL ASPECTS

Shown below are the historical trends for the two energy performance indicators mentioned above.



	2019	2020	2021
EnPI 1.1 [kWh thermal energy/Win.DD*Vheated]	$1.24 \cdot 10^{-2}$	$9.44 \cdot 10^{-3}$	$1.04 \cdot 10^{-2}$
EnPI 2.1 [kWh cooling energy/Sum.DD *Vcooled]	$3.91 \cdot 10^{-2}$	$3.97 \cdot 10^{-2}$	$3.92 \cdot 10^{-2}$



Specific analysis of these values highlights a significant decrease for both indicators since 2014, with levels stabilizing in 2018 and 2021. 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 supplied comes from a centralized system in the Energy Hub, which combines different technologies with high-efficiency ratios.

In 2020, the Company shutdown due to the lockdown imposed in response to the COVID-19 crisis had a notable impact. Specifically, an anomalous fall in demand for heating and cooling energy, with a consequent significant drop in the indicator. There were no significant variations, on the other hand, in cooling energy in 2020. When assessing the performance indicator trend year on year and the achievement of the energy consumption reduction targets set, the data for 2020 will be discounted as not representative of the Company's energy performance during normal operations. For 2021, thermal energy consumption fell compared to 2019 while cooling energy consumption was more or less unchanged.

In the energy system currently under consideration, various indicators to track the effectiveness of the improvement plans implemented by the Company in terms of electricity are also taken into account. The consumption-energy driver correlation analysis led to an EnPI being defined for each building. Below we show examples of ZP8 Finishing (EnPI 3.4) and CFK (EnPI 3.2), where the number of vehicles processed for ZP8 and the number of bodies produced for CFK were identified as "energy drivers" for standardization.

7 AFFORDABLE AND CLEAN ENERGY



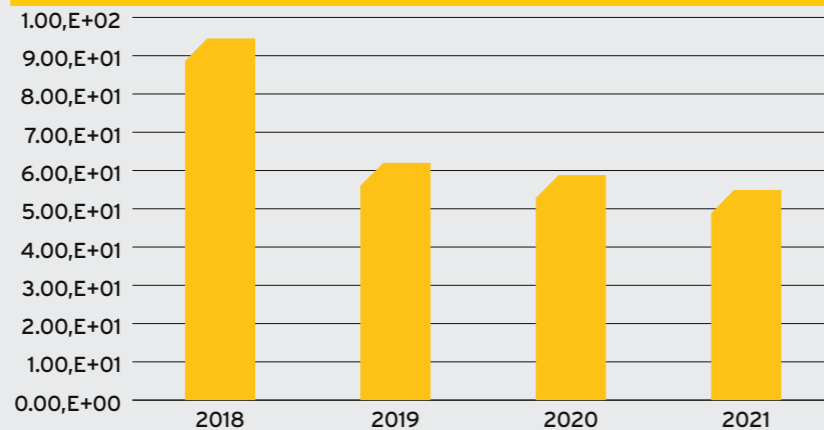
9 INDUSTRY, INNOVATION AND INFRASTRUCTURE



# ENVIRONMENTAL AND ENERGY POLICY

## EnPI 3.4 Trend

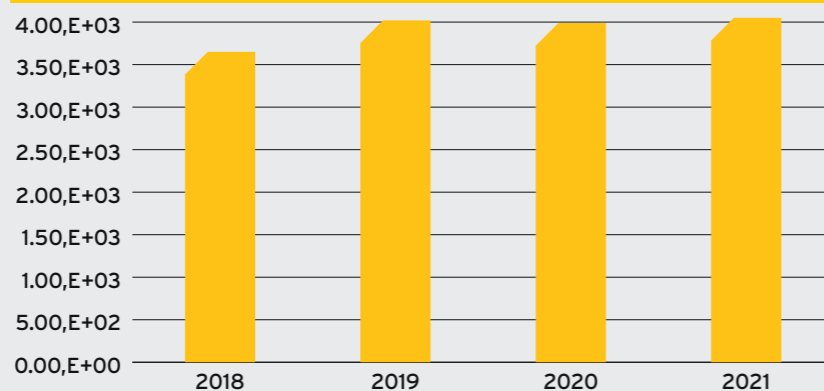
ZP8 electricity requirement / N° of vehicles processed (Urus+Huracán+Aventador)



kWh/N° of vehicles produced

## EnPI 3.2 Trend

CFK production electricity requirement / N° of body shells produced



kWh/N° of body shells produced

	2019	2020	2021
EnPI 3.4 [kWh / N° of vehicles produced]	6.20 · 10 <sup>-1</sup>	5.88 · 10 <sup>-1</sup>	5.49 · 10 <sup>-1</sup>
EnPI 3.2 [kWh / N° of bodies produced]	4.02 · 10 <sup>+3</sup>	3.99 · 10 <sup>+3</sup>	4.05 · 10 <sup>+3</sup>

ZP8 Finishing saw an improvement in its indicator due to constant consumption levels combined with a rise in the number of vehicles processed, while the CFK saw no significant variations. All the EnPI values not detailed above are shown below.

	2019	2020	2021
EnPI 3.0: Production site's electricity requirement (excluding Paintshop) / vehicles [kWh/vehicles]	2.94 · 10 <sup>+3</sup>	3.24 · 10 <sup>+3</sup>	2.99 · 10 <sup>+3</sup>
EnPI 3.1: Cabin 1 electricity requirement (SSC) / N° of Huracán and Aventador units produced [kWh/vehicles]	8.03 · 10 <sup>+2</sup>	8.58 · 10 <sup>+2</sup>	8.35 · 10 <sup>+2</sup>
EnPI 3.3: ZP7 electricity requirement / N° of URUS units produced [kWh/vehicles]	7.58 · 10 <sup>+1</sup>	8.20 · 10 <sup>+1</sup>	7.83 · 10 <sup>+1</sup>
EnPI 3.5: TLC electricity requirement / (WinDD*Vheated) / N° of vehicles processed (Urus + Huracán + Aventador) [kWh/(WinDD*Vheated)]	1.34 · 10 <sup>-2</sup>	1.22 · 10 <sup>-2</sup>	1.29 · 10 <sup>-2</sup>
EnPI 3.7: Warehouse electricity requirement / Hours worked [kWh/ hours worked]	6.53 · 10 <sup>+2</sup>	6.02 · 10 <sup>+2</sup>	5.59 · 10 <sup>+2</sup>
EnPI 5: Gasoline requirement / vehicle [liters/vehicle]	69	73	65

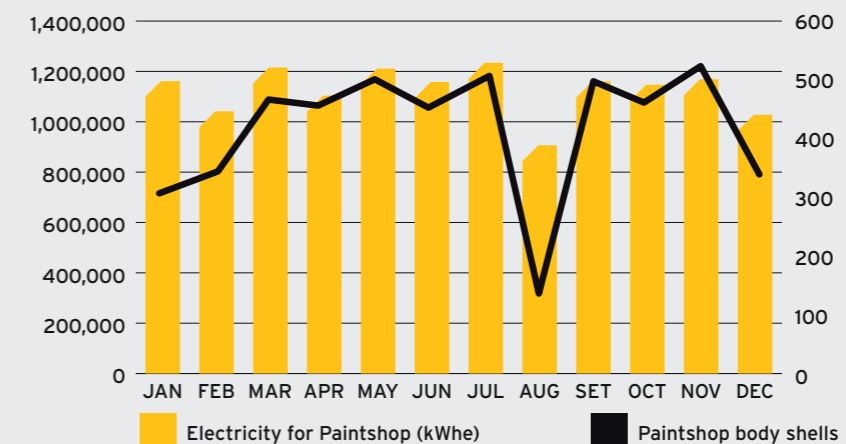
## PAINTSHOP FOCUS

In 2021, the Paintshop consumed about 37% of the plant's total electricity requirement, 40% of its thermal energy requirement and 38% of its cooling energy requirement. 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 should represent the baseline year for comparison with future years.

The graph shows the month-on-month trends during 2021 of electricity consumption and the production of painted body shells in the Paintshop, demonstrating a significant correlation between the two parameters.

## Paintshop electricity consumption and body shells painted



7 AFFORDABLE AND CLEAN ENERGY



9 INDUSTRY, INNOVATION AND INFRASTRUCTURE



# SIGNIFICANT ENVIRONMENTAL ASPECTS

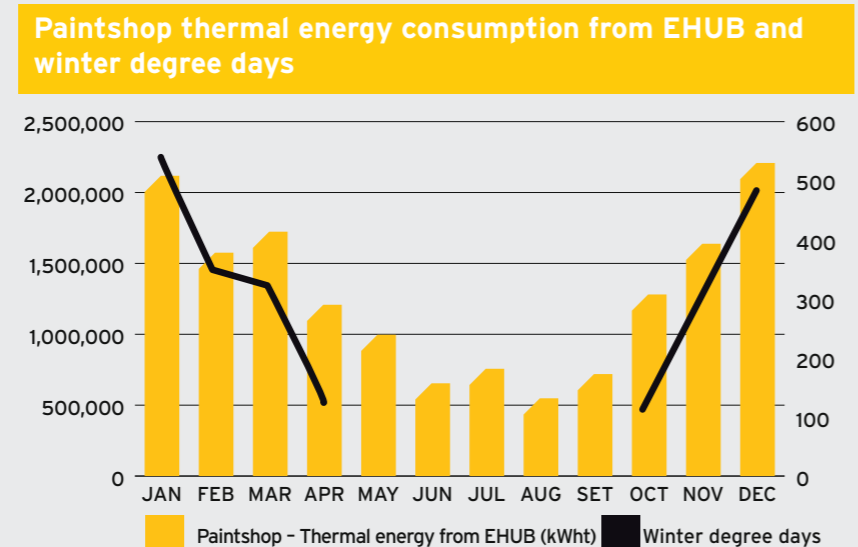
The number of body shells painted is thus considered to be an important Energy Driver of electricity consumption in the Paintshop. A performance indicator was thus created, reported below for the last three-year period, even though, as already indicated, 2019 and 2020 were not representative years in that the Paintshop was not yet fully operational.

	2019	2020	2021
<b>EnPI 3.8: Paintshop electricity requirement / N° of body shells painted [kWh/N° of body shells painted]</b>	$2.02 \cdot 10^5$	$5.90 \cdot 10^3$	$2.73 \cdot 10^3$

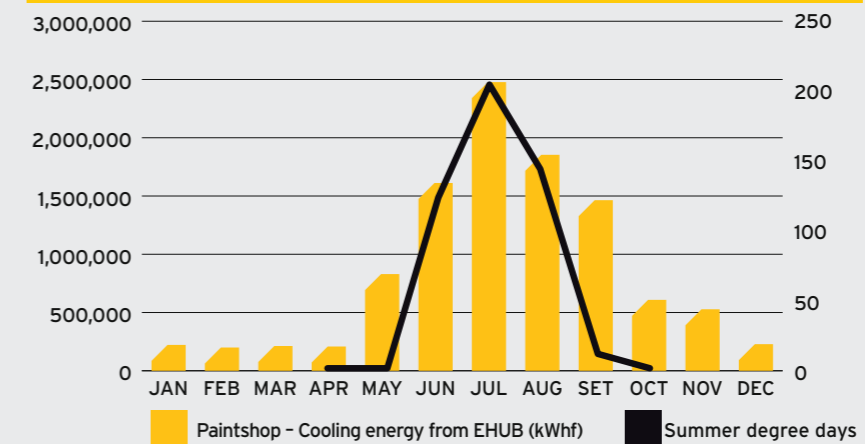
In terms of thermal and cooling energy, similarly to the rest of the plant, the two most significant indicators for the type of energy consumption in the Paintshop are:

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

To illustrate this choice, the graphs below show the combined trends of thermal and cooling energy consumption, with winter and summer degree days.



Paintshop cooling energy consumption from EHUB and summer degree days



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

	2019	2020	2021
<b>EnPI 1.2: Paintshop thermal energy requirement / (Win.DD *Vheated) [kWh/Win.DD*Vheated]</b>	$7.31 \cdot 10^2$	$6.62 \cdot 10^2$	$6.58 \cdot 10^2$
<b>EnPI 2.2: Paintshop cooling energy requirement / (Sum.DD *Vcooled) [kWh/Sum.DD*Vcooled]</b>	$1.59 \cdot 10^1$	$1.94 \cdot 10^1$	$2.03 \cdot 10^1$

## OBJECTIVES

Automobili Lamborghini S.p.A. aims to achieve a 35% reduction in electricity consumption (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	2019	2020	2021
<b>Total electricity consumption per vehicle produced (kWh/vehicle)</b>	15,447	10,332	12,340	12,164
<b>Reduction achieved (%)</b>	-	- 33.1%	- 20.1%	- 21.3%

Several improvement measures were defined in relation to these goals, as shown in the table on the following page, which will help to reduce electric, thermal and cooling energy consumption.



# SIGNIFICANT ENVIRONMENTAL ASPECTS

Title	Goal	Actions	Timeframes	Status
<b>COGENERATION GROUPS AND EXTERNAL DISTRICT HEATING EFFICIENCY IMPROVEMENTS</b>	Optimization of the external district heating plants and trigeneration systems.	Modification of the monitoring software by creating an algorithm that cascade manages the activation of the three energy production units: 1) Prioritize use of district heating. 2) Trigen 2 only activated when sufficient heat output is achieved by trigen 1. The aim is to maximize trigen 1 output before activating trigen 2.	Dec-18	COMPLETED
<b>AUTOMATION 4.0</b>	Remote monitoring and management of natural gas consumption.	Step 1: mapping of level of Lamborghini automation. Step 2: HP5: remote management of gas meters (redelivery points), HP refurbishment, building automation. Step 3: HP3A/B: remote management of gas meters (redelivery points), HP refurbishment, building automation.	Dec-20	SUSPENDED
<b>INTERACTION EFFICIENCY IMPROVEMENT BETWEEN ENERGY HUB AND TRIGENERATION GROUPS</b>	Optimization of Energy Hub systems operation.	Hydraulic modification of the heat exchanger between group Trigen 1, Trigen 2 and DISTRICT HEATING and Energy Hub to maximize the use of trigeneration groups.	Sept-19	COMPLETED
<b>NORTH ENERGY HUB</b>	Creation of an energy hub in the NORTH AREA for centralized production of cooling energy for use by NORTH AREA departments.	Decommissioning of part of the refrigeration units serving the North Area and centralization of cooling energy generation through high-efficiency plants. Possible feasibility assessment of the Energy Hub 2 connection with the North Side distribution ring from the Energy Hub outlet.	Jan-22	SUSPENDED
<b>ELECTRIC VEHICLE CHARGING STATIONS</b>	Provision of electric vehicle charging infrastructure for employees in order to encourage electric vehicle use.  Reduction of traffic-related CO <sub>2</sub> emissions and noise.	Installation of new electric vehicle charging infrastructure in the employee parking lots.	Dec-22	IN PROGRESS

Title	Goal	Actions	Timeframes	Status
<b>ENERGY AUDIT</b>	ENERGY AUDIT of the entire facility.	Updated audit of the sites to measure the energy level of the buildings and of the utility systems serving the production process that have the greatest energy impact.	Dec-19	COMPLETED
<b>REFURBISHMENT - Heating Plants</b>	Reduction in energy consumption (electricity and/or natural gas) following refurbishment of the heating plants.	Step 1: HP5: refurbishment of the plant + remote management of oversight and monitoring over SCADA. Step 2: HP3A/3B: refurbishment of the plant + remote management of oversight and monitoring over SCADA. Step 3: PPC substation: plant refurbishment. Step 4: HP1: refurbishment of the plant + remote management of oversight and monitoring over SCADA.	Oct-22	Step 1: COMPLETED in September 2019. Step 2: COMPLETED in October 2020. Step 3: COMPLETED in May 2021. Step 4: SUSPENDED, to be scheduled over the next few years.
<b>SSC PRODUCTION DEPARTMENT HEATING SYSTEM REFURBISHMENT</b>	Reduction in natural gas consumption in SSC production department winter air-conditioning.	Installation of insulation in the aerothermal heating supply pipes in the SSC Production department heating system.	Mar-20	COMPLETED
<b>OOCC 1 LED LIGHTING</b>	Reduction in electricity consumption for external nighttime lighting at the OOCC 1 site.	Installation of LED devices to replace halogen bulbs in the OOCC 1 department's outdoor lighting.	Dec-19	COMPLETED
<b>ROOFTOP CONTROL AND ZP7 AND ZP8 ATUs</b>	Reduction in electricity consumption for air conditioning in ZP7 and ZP8 departments.	Step 1: installation of rooftop control system for air conditioning in the ZP7 and ZP8 department, remote management over SCADA platform. Step 2: installation of control system for free cooling method in the ZP7 and ZP8 department air treatment units (ATUs), remote management over SCADA platform.	Mar-20	COMPLETED
<b>AUTOMATION 4.0</b>	Reduction in electricity consumption for lighting in site departments in the NORTH AREA.	Step 1: mapping of the current lighting monitoring systems in the North Area departments and check of the current operation status. Step 2: restoration of automated lighting control where not operational and installation where lacking, remote management of lighting over SCADA platform.	Dec-22	IN PROGRESS

# SIGNIFICANT ENVIRONMENTAL ASPECTS



Title	Goal	Actions	Timeframes	Status
<b>PILOT PROJECT FOR MONITORING NORTH SIDE DEPARTMENTS' INPUT POWER</b> (electrical cabin no. 1 + electrical cabin no. 5)	Extension of monitoring of electricity input power to identify any input irregularities, with special focus on nighttime use.	Temporary installation of devices to monitor input power of units fed by electricity cabin no. 1 + electricity cabin no. 5. Step 1: identification of the units to be monitored. Step 2: unit monitoring period (6/8 months). Step 3: analysis of monitoring period results.	Dec-22	IN PROGRESS
<b>EFFICIENCY IMPROVEMENT OF TRIGENERATION PLANT OPERATION</b>	Improve trigeneration performance by modifying the return manifold of the Energy Hub cooling plant.	Modify the return manifold of the Energy Hub cooling plant.	Apr-21	COMPLETED
<b>PROJECT TO ANALYZE REFRIGERATION UNITS TO IDENTIFY ENERGY SAVING OPPORTUNITIES</b> in collaboration with Ing. Ferrari company	Analysis of corporate refrigeration units to identify technical and/or organizational improvements to cut plant energy consumption.	- Energy analysis of refrigeration units and any criticalities (old equipment/ high energy consumption) - Feasibility study of identified improvements - Execution of approved improvements	Jun-22	IN PROGRESS
<b>REALIZATION OF R&amp;D DEPARTMENT SINGLE COOLING PLANT</b>	Centralization of 3 refrigeration units to achieve synergy (can be cascade-activated as per need) for R&D + Cooling Autoclave 1 PPC.	Step 1: feasibility study and scenario identification. Step 2: scenario choice. Step 3: implementation.	Jun-22	IN PROGRESS
<b>REALIZATION OF HP5 + MAIN CAFETERIA SINGLE COOLING PLANT</b>	Centralization of 3 refrigeration units to achieve synergy (can be cascade-activated as per need) for HP5 + CAFETERIA.	Step 1: feasibility study and scenario identification. Step 2: scenario choice. Step 3: implementation.	Jun-22	IN PROGRESS
<b>OPTIMIZATION OF ELECTRICAL LOADS OUTSIDE WORKING HOURS</b>	Reduction in baseload electricity consumption.	Step 1: analysis of consumption profiles of all electrical cabins, specifically at night and weekends, and formulation of improvement priorities. Step 2: comparison with department heads to identify consumption units where shutdowns and/or adjustments can be made outside working hours. Step 3: implementation of the improvements identified.	Dec-22	IN PROGRESS

# SIGNIFICANT ENVIRONMENTAL ASPECTS

## 2.2 GREENHOUSE GAS EMISSIONS

For the years prior to 2021, Automobili Lamborghini S.p.A. quantified the emissions for its production site as per the **ISO 14064:2006** standard. Production site emissions in 2021, however, were certified as per the **GHG Protocol**.

Annual greenhouse gas emissions are expressed in tonnes of CO<sub>2</sub> equivalent and are calculated by Automobili Lamborghini through the preparation of an annual inventory of the GHG emissions produced by the entire production process (the GHG inventory) as per the **GHG Protocol (Corporate Accounting and Reporting Standard)**. The following are included in the scope of the audit, classified as per the reference protocol:

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

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

The updating of the **ISO 14064:2018** standard and the group's commitment to its decarbonization strategy throughout the entire life cycle of its products will enable further improvement in this area over the coming years, with the development of CO<sub>2</sub> emissions monitoring in other Company operations, and projects to reduce greenhouse gas emissions throughout a product's life cycle (e.g. transport, vehicle use, etc.).



### RESULTS OF THE 2021 INVENTORY

Automobili Lamborghini S.p.A.'s total greenhouse gas emissions in 2021 were 26,387 tCO<sub>2</sub>, broken down as follows:

	2019 tCO <sub>2</sub>	2020 tCO <sub>2</sub>	2021* tCO <sub>2</sub>
Scope 1 emissions	14,125	12,662	15,648
Scope 2 emissions	10,299	9,458	8,882
Scope 3 emissions	1,776	1,667	1,857
<b>Total GHG emissions</b>	<b>26,200</b>	<b>23,787</b>	<b>26,387</b>
<b>Emissions included in the neutrality protocol</b>	<b>23,665</b>	<b>22,253</b>	<b>24,080</b>
<b>Emissions per vehicle produced (tCO<sub>2</sub>/vehicle)</b>	<b>3.02</b>	<b>3.3</b>	<b>3.2</b>

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

In 2021, Scope 1 emissions rose, because of an increase in demand for natural gas, and Scope 2 emissions, regarding electricity consumption, fell.

In 2021, the emissions with the greatest impact for the Company were again Scope 1 direct emissions (59% of the total). This was followed by Scope 2 emissions, associated with electricity use (about 34% of the total). Within Scope 1, emissions associated with natural gas consumption had the greatest impact (86%), followed by those associated with gasoline consumption (8%), the consumption of refrigerant gases added to refrigeration systems (approx. 4%), and business trips (2%).



# SIGNIFICANT ENVIRONMENTAL ASPECTS

## INTERNAL REDUCTION OF CO<sub>2</sub> EMISSIONS

The report of the reductions obtained during the three-year period 2019-2021 is given below:

Internal reduction of GHG emissions				
	Date of implementation	Reduction achieved		
		2019 tCO <sub>2</sub>	2020 tCO <sub>2</sub>	2021 tCO <sub>2</sub>
Trigeneration 1	May-15	244.68	556.80	709.04
Trigeneration 2	Oct-17	468.30	622.31	1071.75
District heating	Jun-15	459.77	400.24	470.30
Photovoltaic system (491 kWp)	Jan-15	336.07	291.15	317.47
Sunshade system	Jan-15	100.36	100.36	100.36
Replacement of lighting with LED lighting systems	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 pumps of Heating Plant 5	Sept-19	3.69	11.79	11.79
Installation of an automatic ZP8 Rooftop powering on/off system	Dec-19	18.55	549.45	549.45
SSC heat circuit insulation	May-20	-	20.08	30.12
Replacement of pumps of Heating Plant 3	Oct-20	-	3.50	7.00
Efficiency improvement of trigeneration plants	Apr-21	-	-	188.74
Reorganization of the R&D pump substation	Jun-21	-	-	0.88
<b>TOTAL REDUCTION IN EMISSIONS [tCO<sub>2</sub>]</b>		<b>2,952.52</b>	<b>3,876.79</b>	<b>4,778.0</b>



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

## INDICATOR

GHG Emissions Reduction annual relationship (R <sub>a</sub> )	2019	2020	2021
AR = GHGE-AVR / GHGE-ACB	0.795	0.752	0.727

In 2021, the annual ratio between Annual Verified Residual GHG emissions and Annual GHG emissions from the Corrected Baseline (Ra = GHGE-AVR / GHGE-ACB) was 0.727, a reduction compared to 2020.

There was a 37.5% fall in 2021 compared to the 2014 baseline year.

## CO<sub>2</sub> EMISSIONS OFFSETTING

Automobili Lamborghini S.p.A. has been committed since 2015 to keeping the manufacturing facility CO<sub>2</sub> neutral in the years to come.

CO<sub>2</sub> 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 qualified plants.

The remaining CO<sub>2</sub> 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<sub>2</sub> equivalent, admissible for exchange and sale on the market. All credits are certified and recorded in the Eco2care "VER (Verified Emissions Reduction) Register", managed by CE.Si.S.P.- the Inter-University Center for the Development of Product Sustainability - in Genoa.





# SIGNIFICANT ENVIRONMENTAL ASPECTS



Project	Origin	Description
<b>BICYCLE MOBILITY</b>	Italy - City of Bologna  The <b>Bologna Carbon Market (BoCaM)</b> 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 operations linked to bicycle mobility.  Notes: the project came to an end in 2017.
<b>CARBON CAPTURE &amp; STORAGE</b>	Italy  Sustainable agriculture project:  "Valle Capitanìa" in the province of Rovigo.  "Valle Lagunare - Val Dogà, Caposile - Venice".	Natural CCS - carbon capture and storage - mechanism. Using a natural mechanism by which brackish water captures atmospheric CO <sub>2</sub> and transfers it to underwater photosynthetic systems (algae and aquatic plants), the lagoon collects CO <sub>2</sub> and stores it in the muddy subsoil, naturally and using no artificial mechanisms. This natural process is enhanced by the traditional and historic practices of these lagoon fishing waters (dating back to the 5th century), and involves sustainable, optimal environmental management for carbon dioxide capture.
<b>REFORESTATION</b>	Italy  Planting bamboo trees to increase the capture of greenhouse gas emissions.  <b>Società Agricola Bambù S.r.l.</b> - Municipality of Montemilone (PZ).	Reforestation of intensively-farmed grassland 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. Thanks to their dense network in the subsoil, they represent an excellent solution against hydrogeological instability and a natural and effective sewage water and air purifier, removing a large amount of CO <sub>2</sub> (carbon dioxide). Through photosynthesis, the bamboo plantation naturally takes in CO <sub>2</sub> from the atmosphere in greater amounts compared to other trees. It can capture up to 4 times more CO <sub>2</sub> than a young forest, and produce 35% more oxygen.  Notes: The project came to an end in 2019.

Project	Origin	Description
<b>TREE PLANTING PROJECT TO OFFSET CO<sub>2</sub></b>	Italy  Tree and shrub planting project in an area neighboring Sant'Agata Bolognese to reduce greenhouse gas emissions.  Automobili Lamborghini project	Tree and shrub planting in an area neighboring Sant'Agata Bolognese.  The carbon credits from the planting project will be certified by a third party and used to offset part of the production facility's emissions.  Notes: In progress

## FINAL STATEMENT OF CO<sub>2</sub> EMISSIONS

The greenhouse gas emissions sources that have been offset in the past three years:

	2019	2020	2021
<b>TOTAL EMISSIONS OFFSET [tCO<sub>2</sub>/year]</b>	<b>23,665.10</b>	<b>22,253.34</b>	<b>24,080.65</b>
Purchase of Green Certificates for electricity	-10,915.19	-10,003.92	-9,373.44
Purchase of Carbon Credits	-12,749.91	-12,249.42	-14,707.21
Residual emissions	0	0	0

All information relating to the method used to identify the operational boundaries, to determining the GHG emissions associated with them, to identifying emissions-mitigating measures and to the disclosure 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

Working towards water sustainability is a topic of key interest to companies today because of the environmental impacts of water consumption, including the reduction of available water resources, essential for life, and quality impairment after its use. Committing to a reduction in our water consumption means investing in new technologies, studying the processes in depth and preparing ourselves for the possible future scenarios.

### USE OF WATER RESOURCES

Automobili Lamborghini's water comes from the mains supply and from wells belonging to the Company. The water taken from the mains supply mostly serves non-industrial purposes (bathrooms, cafeteria services and cleaning). In recent years, the Company has shown a strong commitment to decreasing the use of drinking water by progressively increasing its use of well water.

The underground water sourcing network consists of four wells that currently supply: the manufacturing facilities, 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.

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

As laid down by Decision (EU) 2019/62, the Company is in the process of implementing several environmental management best practices related to the sustainability of its own processes. The aim is to improve its water-use efficiency. The following water saving solutions are already in place:

- high-efficiency robot for washing body shells that uses heated water from the autoclaves' work cycle;
- partial recycling of the water used for water testing and vehicle washing;
- rainwater collection tank for irrigation of the green areas around the office block;
- installation of a refrigerating system to serve the RTM (CFK) line to cool the water in the thermoregulator heat exchangers; the thermoregulators previously used discarded softened water for cooling.

Furthermore, in 2021, the Company:

- completed the project to limit water consumption at the branch site at 30, Via Lamborghini, building a closed loop cooled-water generation and distribution system. The cooled water is used to control the temperature of the installed systems during operation, which would otherwise use up to 32,000 m<sup>3</sup> of disposable potable water per year;
- resumed the project to recycle water from autoclave 1 and 3 in the ACRC. The project will save about 5,000 m<sup>3</sup> of water annually.

### USE OF WATER RESOURCES

In 2021, total water consumption was **333,573 m<sup>3</sup>**.

Water consumption rose in 2021 compared to the two previous years. There was a significant increase in the consumption of drinking water, presumably mainly due to leaks in the old internal distribution line. Investigations are underway to identify the leaks and repair them.

In any case, the majority of water consumed is well water: 59% of the total.

The rise in well water consumption for industrial use is especially due to the new Paintshop becoming fully operational, as it uses significant quantities of water for the air treatment systems and for washing the painting lines. The consumption increase was also due to leaks in the water well network connected to the irrigation system, some of which have been found and repaired.

	2019	2020	2021
Potable water consumption (m <sup>3</sup> )	84,736	68,670	137,281
Well water consumption (m <sup>3</sup> )	168,915	176,459	196,292
<b>Total water consumption (m<sup>3</sup>)</b>	<b>253,651</b>	<b>245,129</b>	<b>333,573</b>
Potable water consumption per employee (m <sup>3</sup> /employee)	47	39	72
Well water consumption per vehicle produced (m <sup>3</sup> /vehicle)	20	24	24
<b>Well water consumption as % of total</b>	<b>67%</b>	<b>72%</b>	<b>59%</b>



# SIGNIFICANT ENVIRONMENTAL ASPECTS

## 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 three-year period 2019-2021 are given below:

	2019	2020	2021
Potable water consumption per employee (m <sup>3</sup> /employee)	47	39	72
Well water consumption per vehicle produced (m <sup>3</sup> /vehicle)	20	24	24

The indicator for potable water consumption per employee highlights the significant increase in potable water, while the indicator for well water consumption per vehicle produced is in line with past years.

## GOALS

Automobili Lamborghini S.p.A. aims to achieve a 35% reduction in water consumption (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	2019	2020	2021
Total water consumption per vehicle produced (m <sup>3</sup> /vehicle)	46.2	29.3	33.7	40.17
% reduction achieved compared to 2010	-	-36.6%	-27%	-13%

\*Total consumption includes industrial water and potable water

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

Title	Goal	Actions	Timeframes	Status	Notes/Updates
RECOVERY OF CONDENSATE WATER IN THE PAINTSHOP	Reduced consumption of industrial water (up to ~10 m <sup>3</sup> /hour over the summer months)  This is expected to save 20,000-30,000 m <sup>3</sup> of water annually.	Installation of a Paintshop condensate water recovery system connected with the Energy Hub.	Dec-20	COMPLETED (RECOVERY INTERRUPTED IN 2021)	System completed in December 2020. The connection and corresponding monitoring of the recycled water was operational from January 2021.  The condensate water recycling system was suspended in June 2021 due to a technical problem with water quality.
RECOVERY OF THE WATER DISCHARGED BY THE PURIFICATION PLANT	Reduced consumption of industrial water (10,000 m <sup>3</sup> ).	The feasibility of using the water discharged by the purification plant in the irrigation system is being assessed.	TBD	IN STAND BY	Feasibility study subject to approval by the relevant bodies.
AUTOCLOAVE 1 and 3 WATER RECOVERY SYSTEM	Installation of a water recovery system in autoclave 1 and 3 (~5,000 m <sup>3</sup> /year).	Equipping of autoclave 1 and 3 in the Composite Materials Department with a closed-circuit water recovery system as for autoclave 3.	Dec-17 mod. Sept-22	IN PROGRESS	Target resumed: optimal solution for recycling water from autoclave 1 and 3 under assessment. Evaporative cooling tower identified as a solution, and its positioning is being assessed.
REMOTE MANAGEMENT OF WATER METERS	Remote monitoring of water consumption and leaks.	- Mapping of the meters throughout the facility and their remote management - Installation of meters for division of the old section	Dec-20 Dec-23	IN PROGRESS POSTPONED	Mapping of meters completed.  Target postponed due to plant expansion.
LIMITING WATER CONSUMPTION IN THE OCCC DEPARTMENT	Limiting of the consumption of the potable water used in the OCCC 1 and 2 for the plants' cooling process (consumption reduced by about 32,000 m <sup>3</sup> /year).	Installation of a cooling plant for chilled water production and its ring distribution system for the consumer units that require cooling.	Jun-21	COMPLETED	Project completed in June 2021.
REDUCTION OF WELL WATER CONSUMPTION	Reduction in consumption of industrial water (~4,500 - 5,000 m <sup>3</sup> /year).	Installation of a refrigerating system to serve the RTM (CFK) line to cool the water in the thermoregulator heat exchangers; the thermoregulators currently use discarded softened water for cooling.	Dec-20	COMPLETED	Modification of the cooling system carried out in May 2020.

6 CLEAN WATER AND SANITATION



12 RESPONSIBLE CONSUMPTION AND PRODUCTION



# SIGNIFICANT ENVIRONMENTAL ASPECTS

## 2.4 WASTE PRODUCTION

The main type of waste produced in the Automobili Lamborghini facilities is listed below.

Hazardous/non-hazardous special waste:

- paper and cardboard packaging, wood, mixed materials, iron;
- contaminated rags (for surface cleaning);
- booth filters (painting, lamination, grinding, sandblasting, etc.);
- paint, solvent and sealant (from painting process) residues;
- wash water and solvent-contaminated waste water solutions (from painting process);
- waste abrasive materials (from sandblasting and machine-tool working);
- sludge;
- contaminated steel and plastic packaging;
- iron, steel and aluminum demolition waste;
- car parts, tires and end-of-life vehicles (quality 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<sup>2</sup>, and includes a dedicated porter's lodge, a weighbridge, a covered area for loading forklifts and a warehouse for the storage of hazardous waste. Paved areas in high-strength concrete were created in the outside yard for placing all containers, the stationary presses, and the boxes and tanks required for separated collection of the materials from the production departments. Specialized workers collect, sort and transfer all the special waste produced in the entire factory to the Ecological Area.

With reference to Decision (EU) 2019/62, the Company has already implemented several environmental management best practices related to the sustainability of its own processes. The aim is to reduce its production of waste. These practices include:

- defining waste collection and sorting procedures and methods;
- measuring and monitoring waste production on a regular basis;
- including a clause in our contracts with waste disposal contractors to avoid sending waste to landfill where possible and to promote its recycling. Automobili Lamborghini requests priority be given to waste recovery over disposal in the technical specifications of waste disposal contracts.

The transition from a linear economy (production - consumption - waste) to a circular economy is now essential to reach the goals of sustainability and environmental protection that our Company has pursued for years. The circular economy responds to the wish to transition to sustainable growth, within the context of the growing pressure that production and consumption exert on the world's resources and the environment. In the circular model, manufacturing waste is not disposed of but transformed into precious new resources, benefiting the environment and society. As part of this transition, two new projects were launched in 2020 and continued in 2021:

### CARBON FIBER SCRAPS: A NEW LIFE FOR THE TRAINING OF YOUNG PEOPLE

The project grew from the collaboration between Automobili Lamborghini and the Experis Academy technical institute in Fornovo di Taro, Italy: the parts of the carbon-fiber rolls, generated in the CFK department during the manufacturing process, which can no longer be used in manufacturing are sent to the technical institute; the latter reuses them in its laboratory for training technical experts in the processing of carbon-fiber composite materials. These materials are transformed in the Experis laboratory into valuable raw materials used when teaching students. A long period of team work was required among the Environment office, Legal office, Production and the institutes' technicians in order to identify the most suitable contractual framework for managing the process, in line with the relevant environmental legislation. With this project, we were able to demonstrate that the scraps cease to be categorized as "waste" and become "by-products", since the direct use to which they are assigned meets all legal requirements for safeguarding human health and the environment. The by-product generated is effectively a raw material. This synergy has enabled us to begin a collaboration that has given rise to a virtuous and innovative path of environmental, economic and social sustainability.

### A SECOND LIFE FOR OUR LEATHER, THANKS TO A VALUABLE PARTNERSHIP

With the same objective in mind, the idea emerged of reusing leather offcuts from our Upholstery Department, following an agreement with the Cartiera Cooperativa in Marzabotto, near Bologna. They recover leather and textile by-products, which are then sorted and transformed into high quality leather goods, using materials that would otherwise be disposed of as waste. Cartiera is a small ethical-fashion workshop founded in 2017 that produces leather and textile accessories by recovering high quality raw materials. These are worked using artisanal Italian techniques and employing disadvantaged people. Its production process is ethically and socially sustainable. The leather that does not pass the Upholstery Department's quality controls during cutting, and remnants that are unusable owing to their size or small natural defects, are effectively treated as a raw material and can thus be given a new life by transforming them into one-off objects. With some of these remnants, Cartiera has already made small personalized leather objects, used as welcome gifts for guests in the Lamborghini Lounges in Tokyo and New York. The products are packaged with a brief message explaining the value of the project in terms of its environmental and social sustainability. The project's circular model not only helps to reduce our environmental impact but also creates jobs and encourages social inclusion.



# SIGNIFICANT ENVIRONMENTAL ASPECTS



## INDICATORS

Indicators were defined to represent Automobili Lamborghini S.p.A.'s production of waste in relation to the number of vehicles produced, specifically:

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

The waste production data for the three-year period 2019-2021 are given below:

	2019	2020	2021	unit of measurement
Non-hazardous waste sent for recovery (excluding metal waste)	970	789	889	t/year
Non-hazardous waste sent for disposal	114	552	1,042	t/year
Hazardous waste sent for recycling	357	180	242	t/year
Hazardous waste sent for disposal	251	395	293	t/year
Metal waste	281	200	292	t/year
Total waste recovered	1,327	969	1,131	t/year
Total waste disposed of	365	947	1,334	t/year
Waste not linked to production	50	34	29	t/year
Total annual production of hazardous waste	608	575	534	t/year
Total annual production of waste	2,023	2,151	2,786	t/year
Vehicles produced	8,658	7,250	8,302	no.
Total annual production of waste per vehicle produced	234	296	336	total kg/year*vehicle
Total waste sent for disposal per vehicle produced	42	130	161	kg of waste sent for disposal/year*vehicle

The total amount of waste produced in 2021 was **2,786** tonnes, with a 30% increase over the previous year.

In 2021, the fully operational Paintshop led to an increased production of:

- waste water solutions from equipment and circuit washing (1028 t);
- solvents used for cleaning (62 t);
- leftover paint (6 t).

The painting process is based on highly complex technologies that must be able to guarantee high standards of color customization to meet clients' needs. For this very reason, frequent color changes are needed during the manufacturing sequence, requiring numerous equipment washing cycles and the consequent generation of large quantities of liquid waste.

## GOALS

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

	2010 baseline year	2019	2020	2021
Production of waste sent for disposal per vehicle produced [m <sup>3</sup> /vehicle]	184.52	46.71	130	160.70
Reduction achieved (%)	-	-74.7%	-29%	-12.8%

In 2021, waste sent for disposal increased compared to 2020. The painting process's increased generation of waste water sent for disposal had a negative impact. Technical solutions to optimize consumption and the final treatment of such washing solutions are still being assessed, and will be further explored in 2022.

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



# SIGNIFICANT ENVIRONMENTAL ASPECTS



Title	Goal	Actions	Timeframes	Status	Notes/Updates
<b>RECOVERY OF CARBON FIBER SCRAPS</b>	35% reduction in waste sent for disposal (per vehicle produced) by 2025 compared to 2010.	Study on carbon fiber recycling and approval of recycled fiber products to be used subsequently in our vehicles.	Pilot project extended until 06/30/2022	IN PROGRESS	<p>A Pilot Project was launched in 2019 involving Lamborghini and the specialist carbon fiber supply and recycling company. The project involves some types of carbon fiber scraps from the Lamborghini production process (offcuts) being sent for recycling (R4), as well as the supply of recycled products for use in various applications. Collection of the fibers to send to the facility for recycling by pyrolysis has been taking place since November 2019. Deliveries to the supplier began in September 2020. Quantity of waste sent for recycling (R5) in 2021: 8.68 tonnes.</p>
<b>REUSE OF CARBON FIBER BY-PRODUCTS</b>	Reduction in amount of waste per vehicle produced [<50 kg/year].	Project involving the analysis and validation of a process for reuse of the scraps generated by the production process at CFK, so that they can be supplied as by-products to an engineering training institute that performs carbon lamination work.	Project extended until 12/31/2023	IN PROGRESS	<p>Positive outcome of the technical feasibility study of the reuse of the fibers by the engineering institute. Accompanying documents prepared (contract and technical report).</p> <p>Deliveries to the supplier began in November 2020. Quantity of scraps supplied in 2021: ~330 kg.</p>

Title	Goal	Actions	Timeframes	Status	Notes/Updates
<b>RECOVERY OF LEATHER SCRAPS</b>	Reduction in amount of waste per vehicle produced [-5 t/year].	Study into possible projects for reuse of the leather scraps from the in-house Upholstery Department.	Dec-22	IN PROGRESS	<p>Ongoing feasibility assessment of projects in collaboration with social cooperatives to reuse leather scraps from the Upholstery Department.</p> <p>Collaboration launched with a local cooperative involving the reuse of some of the leather offcuts to make small Lamborghini-branded leather objects. Quantity of scraps supplied in 2021: 1.06 t. A new partnership with a cooperative in L'Aquila was launched in 2021. Quantity of scraps supplied in 2021: 1.13 t.</p>
<b>REDUCTION IN RAG AND ABSORBENT MATERIAL DISPOSAL</b>	Reduction in amount of waste per vehicle produced.	Study regarding the replacement of disposable rags and absorbent material with washable ones.	Dec-21	SUSPENDED	<p>Study regarding the replacement of disposable rags and absorbent material with washable ones. Use in identified areas now being tested.</p> <p>Target temporarily suspended due to difficulties in organizing the incoming/outgoing materials logistics flow.</p>
<b>REDUCTION OF LIQUID WASTE GENERATED BY THE PAINTSHOP</b>	Reduction in waste products sent for disposal (~1,000 t/year).	Feasibility study for treating the wash water generated by the Paintshop instead of disposing of it.	Sept-22	NEW GOAL	<p>The search is ongoing for dedicated treatment systems able to recover wash water from Paintshop water-based circuits. A solution was identified but is not economically sustainable.</p>

## 2.5 USE OF SUBSTANCES CONTAINING VOLATILE ORGANIC COMPOUNDS (VOC)

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

Heavy use of solvents leads to high Volatile Organic Compound (VOC) emissions levels. Based on article 268, paragraph 11 of Italian Legislative Decree no. 152/2006, VOCs are defined as any organic compound having a vapor pressure of 0.01 kPa or greater at 293.15K (20°C). VOCs can have a vast array of negative effects on the health of living beings. For this reason, Automobili Lamborghini S.p.A. keeps track of them to ensure compliance with the limits established under article 275 of Italian Legislative Decree 152/2006. Activities monitored include:

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

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

### SOLVENT MANAGEMENT PLAN

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



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

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

### GOALS

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

	2010 baseline year	2019*	2020*	2021
Volatile Organic Compounds emitted into the atmosphere per vehicle produced [t/year]	3.53	3.00	4.43	7.33
Volatile Organic Compounds emitted into the atmosphere [kg/vehicle]	2.9	0.35	0.61	0.88
Reduction achieved (%)	-	-87.96%	-78.80%	-69.00%

\*excluding Paintshop.



# SIGNIFICANT ENVIRONMENTAL ASPECTS

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

Title	Goal	Actions	Timeframes	Status	Notes/ Updates
<b>SOLVENT REDUCTION</b>	Group target by year-end 2025: 35% reduction in specific VOC emissions compared to 2010 [kgVOC/ vehicle].	Sharing/awareness-raising among Technology/Research & Development bodies of VOC-reduction goals as an aspect to take into consideration during the design stage of future vehicle models.	Dec-19	COMPLETED	"Innovation Workshop" held in June 2019.
<b>SOLVENT REDUCTION</b>	Group target by year-end 2025: 35% reduction in specific VOC emissions compared to 2010 [kgVOC/ vehicle].	Reduction in the use of solvent-based products in the production departments (CFK, Paintshop, Finishing).	Annual goal up to 12/31/2025	IN PROGRESS	CFK: in September 2019, the use of a new water-based degreaser was approved for cleaning the inside of the tank. This product contributes to decreasing consumption of high VOC-content solvents.  In 2020 and 2021, the use of water-based materials was further increased.
<b>SOLVENT REDUCTION</b>	Group target by year-end 2025: 35% reduction in specific VOC emissions compared to 2010 [kgVOC/ vehicle].	Creation of a list of low-solvent products deemed safe and environmentally suitable in order to promote their use in the different Company areas.	Dec-21	COMPLETED	Implementation of Company software to assess chemical inputs, including an environmental assessment of the content of solvents.  The software will constitute a database that can be consulted by all technicians, who will also be made aware of and trained on the appropriate characteristics.  Database implemented in June 2021.

## ATMOSPHERIC EMISSIONS

The atmospheric emissions that are 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 2021 are provided below:

Annual mass flow				
	VOC (expressed as total organic carbon)	NO <sub>x</sub>	CO	Particulate material
t/year	7.33	15.36	120.8	2.91

Annual mass flow		
	Alkaline substances	Oil fog
t/year	0.010	0.036

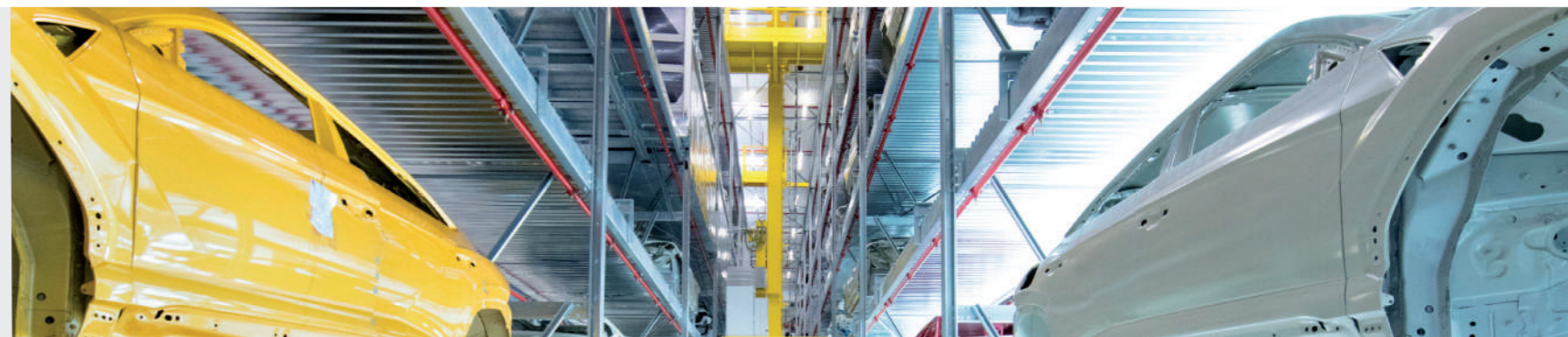






30

## NON-SIGNIFICANT ENVIRONMENTAL ASPECTS



## 3.1 TRAINING, INFORMATION AND COMMUNICATION

Automobili Lamborghini also aims to set a benchmark in the environmental arena for its employees and their families. This commitment is implemented through many activities and initiatives at Lamborghini Park, through the communication within and outside the Company of all information on the Environmental Management System and through the 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 S.P.A. SUPPORTS THE UNITED NATIONS' SUSTAINABLE DEVELOPMENT GOALS**

With an eye always on the future and on new roads ahead, in 2020, Lamborghini celebrated 75 years since the establishment of the United Nations by continuing its commitment to supporting the UN Sustainable Development Goals (SDGs).

Clean energy, the fight against climate change, 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. Automobili Lamborghini S.p.A. has made 14 of the 17 Goals its own, to create a fairer, more sustainable tomorrow 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](http://www.lamborghini.com)

### **INTERNAL COMMUNICATIONS ACTIVITIES**

The growth that Automobili Lamborghini has experienced in recent years has always been accompanied by a consistent vision: that people lie at the center 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, 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 for the development of a specific action plan, ensuring interaction between individual needs and collective aspirations oriented towards creating shared value.

Thus Lamborghini FEELOSOPHY was born, the natural evolution of years in 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, emotion management, and the importance of sleep. The new well-being program also aims to promote the development of a community and of opportunities for meeting and discussion, 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 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. Topics included the mindful use of water, energy savings and separate waste collection, all aimed at raising awareness of the impact of each of our actions and how we can make a difference in our daily lives.

Since 2014, besides such regular communications campaigns, the Company has published "Focus", a periodic in-house magazine with sections on sustainability aspects, informing employees about its environmental commitment. The aim is to shed light on projects and improvement targets, describing each day how the Company sets an example with its environmental commitment.

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



# NON-SIGNIFICANT ENVIRONMENTAL ASPECTS



## TRANSPORT SURVEY

In 2021, a survey was launched to assess and reduce the impact on the environment of Automobili Lamborghini employee commuting, in order to build a sustainable transport project together. The survey received about 670 responses, an excellent starting point for quantifying commuting CO<sub>2</sub> emissions.

## ENVIRONMENTAL EDUCATION

In 2021, a mandatory course on the environment was provided for all employees at all levels via Lamborghini Learning Place (LLP), the Company training platform. The course "Environmental protection at Lamborghini" explained what it means to protect the environment in a sustainable way, the Company rules that constitute the environmental compliance management system and which environmental topics we must keep in mind in order to reduce our impact. Lastly, indications were given on how each of us can contribute within the Company and in our daily lives.

In 2021, environmental training courses were also organized for technicians directly involved in the Environmental Management System and for top management.

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



Title	Goal Result	Actions	Timeframes	Status
INTERNAL COMMUNICATION	Raising employee awareness on environmental matters.	Launch of an internal communications campaign on environmental matters (carbon neutrality, separate waste collection, energy savings, water consumption, etc.).	PERIODIC INFORMATION CAMPAIGN (same goal each year)	IN PROGRESS
WELCOME KIT	Improvement in communications on environmental and energy matters.	Creation of a specific "welcome kit" for new hires, composed of a manual dedicated to Company environmental and energy initiatives.	REPEATED PERIODICALLY	IN PROGRESS Delivered periodically to new hires.
EVENTS AT LAMBORGHINI PARK	Raising awareness among employees, their families and the community at large on environmental matters.	Organization of sustainability-themed events at Lamborghini Park.	ANNUAL SCHEDULING	REPEATED PERIODICALLY
ENVIRONMENT/ SAFETY/ENERGY EDUCATION	Awareness of correct management of environmental aspects at the Company and improvement goals (100% Q2 2022).	Development of e-learning platform with training on environmental topics. Delivery of training. The course "Environmental protection at Lamborghini" available on Lamborghini Learning Place.	COMPLETED Sept-21	REPEATED PERIODICALLY (To be completed in the first three months after hiring)
COMPANY CARPOOLING SERVICE	Company carpooling service app.	Implementation of a Company carpooling service which allows employees to share their commutes in a convenient, cost-effective and flexible manner. The service will also allow CO <sub>2</sub> emissions reductions to be measured. Encourage its use by providing fuel coupons.	REPEATED PERIODICALLY	SUSPENDED DUE TO COVID-19

# NON-SIGNIFICANT ENVIRONMENTAL ASPECTS

Title	Goal Result	Actions	Timeframes	Status
<b>SUSTAINABILITY-THEMED EDUCATIONAL PROGRAMS</b>	Education of the next generations and reporting of scientific research and Company projects on environmental sustainability.	Creation of Museum/Park educational programs targeting elementary and middle schools. For further information, or to book a tour, write to: visit@lamborghini.com.	Dec-18	COMPLETED (Repeated periodically) Project currently suspended due to COVID-19.
<b>"ENVIRONMENT" SECTION ON LIFE INTRANET PORTAL</b>	Creation of a section entirely dedicated to the environment on the Life intranet portal.	Preparation of content and documents. Creation of the web page.	COMPLETED Jan-21	IN PROGRESS
<b>ENVIRONMENTAL EDUCATION FOR TOP MANAGEMENT</b>	Participation in The Climate Reality Project (100% Q3 2022).	Participation in The Climate Reality Project educational program. Internal communication on the project. Education on the theme of climate change for Lamborghini's top management and employees. Preparation of a compulsory training program for top management on environmental sustainability.	REPEATED PERIODICALLY (First sessions completed in Sept-2021, new training sessions available in 2022)	IN PROGRESS
<b>ELECTRIC VEHICLE CHARGING STATIONS</b>	Provision of free electric vehicle charging infrastructure for employees in order to encourage electric vehicle use.  Reduction of traffic-related CO <sub>2</sub> emissions and noise.	Installation of new electric vehicle charging infrastructure in the employee parking lots.	Dec-22	IN PROGRESS

Title	Goal Result	Actions	Timeframes	Status
<b>PLASTIC FREE PROJECT</b>	Awareness-raising among employees on the topic of plastic packaging production.  Reduction of plastic packaging by up to 3.5 tonnes.	Use of paper and fully biodegradable organic materials instead of plastic for glasses and cutlery bags, and unpackaged bread.  Free water flask for employees to replace disposable plastic bottles.	Jan-20	COMPLETED (Repeated periodically) Currently suspended due to COVID-19.
<b>SUPPORT FOR THE UNITED NATIONS' SUSTAINABLE DEVELOPMENT GOALS</b>	Support for the 2030 Agenda for Sustainable Development.  To encourage dialog with the interested parties on Company sustainability projects.	Declaration of support for the United Nations' Sustainable Development Goals published on the Company website.	Oct-20	COMPLETED
<b>SUSTAINABILITY TASK FORCE</b>	To encourage dialog with the interested parties on Company sustainability projects.	Creation of a corporate Sustainability Task Force.  Definition of an internal/external communications campaign on environmental sustainability aspects.  Survey of the interested parties, external and internal (employees), on sustainability.  In June 2021, the task force became a project team devoted to sustainability, represented by all corporate areas and guided by the Company strategy, inspired by all areas of the ESG (Environment, Social and Governance) framework.	Jun-2021	COMPLETED
<b>SPECIFIC ENVIRONMENTAL TRAINING COURSE</b>	Awareness of the correct management of environmental aspects at the Company regarding the Single Environmental Authorization (100% Q3 2022).	Preparation of a specific training program for technicians directly involved in environmental management.	REPEATED PERIODICALLY  (First sessions completed in Oct-2021, new training sessions available in 2022)	IN PROGRESS



# NON-SIGNIFICANT ENVIRONMENTAL ASPECTS



## 3.2 BIODIVERSITY

### LAMBORGHINI PARK

Over the last 50 years, the use of fossil fuels for energy, deforestation and intensive agriculture have led to a rapid increase in the concentration of CO<sub>2</sub>, with an increase in the planet's average temperature and significant repercussions for the global climate. There are various strategies which could be put into play: reducing energy consumption by modifying our behavior, developing more energy-efficient technologies, increasing the production and use of renewable energy sources, capturing and storing carbon in the oceans and terrestrial ecosystems by adopting more conservative farming practices, and reforesting farmland or marginal areas.

Oak Forest, the Automobili Lamborghini biodiversity project, fits perfectly into this context. 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 absorb CO<sub>2</sub> emissions and maintain biodiversity according to the climate.

The soil sampling and analysis that will be performed in the park over the coming years will enable an assessment of the increase in soil carbon content on the basis of planting density. The research on the Sant'Agata Bolognese park will therefore contribute to providing precious information on the carbon dynamics of natural woods and indications on how to maximize accumulation in reforested areas and planted, managed woods.

After 9 growing seasons, the initial results are available, and are already of some, albeit preliminary, interest. Considering the Nelder-ring plants on their own, about 8.1 tonnes of carbon had been accumulated by the end of the 2020 growing season, with additional carbon accumulated in the soil that will be further analyzed. Initial estimates suggest about 5.2 tonnes in the area covered by the Nelder-rings alone. Across the entire park, carbon absorption by the tree biomass and by the soil at the end of 2020 was about 90 tonnes, equivalent to 330 tonnes of CO<sub>2</sub>.

Along with the large area dedicated to the Oak Forest research project, the Biodiversity Area was created in 2011, a green space with an educational-informational mission and divided into various areas. In the first area, a sort of botanical garden was created, composed of an arboretum, featuring the main tree species typical of the Po Valley planted in small groups, and a shrub zone comprising woody bush-like species. The aim was to establish a collection of tree and shrub species for educational use that would be clear and functional. The other area represents ways in which single species growing in the arboretum and in the shrub zone are organized and constitute well-defined environments, such as the hygrophilous wood (which is found on very wet soils), the mesophilic wood (present on drier ground), hedgerows, and planted tree rows. In this area, other habitats can be observed, such as the polyphite meadow (formed by many herbaceous species), the marshy wetland, the stagnant wetland, as well as the different phases of vegetation left to develop freely. In addition, specific ecological niches have been reconstructed, such as the woodshed, the stony ground, and the dry-stone wall, important for the role they play as a refuge for small wildlife. Additionally, a portion of the 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 given a facelift in 2019 with new equipment for wellbeing and leisure activities. A 950-meter-long trail was built in the park, which includes 8 exercise stations and a fitness area. All products are made from FSC-certified timber. The Forest Stewardship Council (FSC) is an international non-governmental, non-profit organization with the goal of promoting responsible management of forests and plantations around the world. Furthermore, the CO<sub>2</sub> emissions created by the manufacture of the equipment were offset by the purchase of Green Certificates, which will be used for reforestation of tropical areas. For this project, Automobili Lamborghini entered into a 15-year land lease agreement in December 2010, renewable for up to 75 years.

For some years now, fitness courses have also been organized in the green setting of Lamborghini Park, open to all employees.



# NON-SIGNIFICANT ENVIRONMENTAL ASPECTS

11 SUSTAINABLE CITIES AND COMMUNITIES



13 CLIMATE ACTION



15 LIFE ON LAND



17 PARTNERSHIPS FOR THE GOALS



## ENVIRONMENTAL BIO-MONITORING

In April 2016, Automobili Lamborghini decided to enrich its 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 model for sustainability 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 and urban or 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.

In 2021, as in the previous year, certain pollutants were revealed in detectable concentrations by the analyses of beehive components: the presence in the environment of certain pollutants of particular concern was detected, such as various compounds belonging to the dioxins and furans group, found in all 3 wax samples envisaged for these compounds during the season. A greater number of PAH compounds compared to the previous year exceeded the detection threshold in nearly all live bee samples and in 2 honey samples. No sample exceeded the thresholds for antibiotics (tetracycline, sulfonamide, tylosin), insecticides, fungicides or herbicides, including glyphosate, which had been found in 2019. The heavy metals tested for were within the average values for honeys, as were anions (nitrates, chlorides and sulfates).

Since the apiary's honey production is intended for employees, a botanic identification and a chemical, physical and organoleptic analysis were performed on the honeys collected during the season. They were identified as Dandelion, Wildflower, Wildflower with Ailanthus, and Lime Tree. A complete analysis was performed on each type of honey for the presence of pollutants (pesticides, antibiotics, heavy metals, anions). None of the pollutants tested for were found in concentrations above the threshold level, so that Lamborghini honey can be considered to be high quality and safe.

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

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



# NON-SIGNIFICANT ENVIRONMENTAL ASPECTS



## 3.3 OTHER ENVIRONMENTAL ASPECTS LINKED TO VEHICLE LIFE CYCLE

### REUSABLE PACKAGING FOR PROCUREMENT OF VEHICLE COMPONENTS

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

### TRANSPORT: GREEN LOGISTICS

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

In January 2021, a project was implemented that envisages the transport of Urus body shells via rail rather than road, resulting in a cut in traffic and a reduction in CO<sub>2</sub> emissions estimated at 1,903 t/year considering 2021 volumes. Over the next few years, additional potential projects will be assessed in synergy with the Audi-VW Group, such as: extending the use of the rail network for the procurement of vehicle components, and the use of electric or biomethane vehicles for road transport. Moreover, possible criteria for appointing suppliers based on CO<sub>2</sub> emissions from transport will be evaluated.

The updated **ISO 14064:2018** standard, specifying the quantifying and reporting of greenhouse gas (GHG) emissions, and the VW-AUDI Group's commitment to a decarbonization strategy throughout the entire product life cycle, will enable further improvements in transport in the coming years: CO<sub>2</sub> emissions monitoring will be developed and new projects defined aimed at reducing GHG emissions.

### SUPPLIER SUSTAINABILITY

In November 2019, Automobili 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, an on-site audit must be carried out. Suppliers with a negative rating are excluded from contract awards. In terms of environmental sustainability, suppliers are requested to provide information about any existing certified Environmental Management System, actions to prevent environmental damage, reduced resource consumption and GHG emissions, and waste reduction. This rating has become a binding criteria in the Group for awarding contracts to suppliers. Sustainability will thus have the same weight as other important criteria in the contract awarding process.





# 40

## REGULATORY COMPLIANCE



To make sure its operations comply with the current regulatory framework, Automobili Lamborghini S.p.A. examines potentially applicable environmental legislation and assesses any obligations thereof and ways to comply. Compliance with legislative obligations is assessed in-house according to the timeframes and methods laid down in the Environmental Management System.

## ATMOSPHERIC EMISSIONS

In 2021, the Paintshop became fully operational, reaching its standard emission level. A continuous monitoring system (CMS) was installed on the painting emissions reduction system, consisting of a thermal afterburner, and adjusted for measuring capacity, temperature and the volatile organic compounds (VOC) released.

Also in 2021, due to changes in the emissions already authorized and to the introduction of new atmospheric emissions, a request for a modification was submitted to the Single Environmental Authorization DET-AMB-2021-4156 of 08/18/2021. The new authorization was issued by executive resolution no. DET-AMB-2022-1763 of 04/07/2022 and the new authorized emission points must be implemented by 03/31/2023.

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

Since some operations carried out by the plant come under the scope of art. 275 of Italian Legislative Decree 152/2006 concerning the consumption of VOCs, the solvent management plan is sent each year to Arpae (the Emilia-Romagna Regional Agency for Prevention, Environment and Energy) and the quantity of products containing VOCs indicated in the authorization is entered on the Register of VOC emissions.

The Single Environmental Authorization on the OCCC site includes the authorization for atmospheric emissions issued as a general authorization as per art. 272 of Italian Legislative Decree 152/2006. The authorization's requirements are complied with.



## USE OF PUBLIC UNDERGROUND WATER

Automobili Lamborghini has a permit to use public underground water, issued by Arpae for industrial, hygienic and similar uses, for the fire-prevention system and for irrigation of the Company's green areas: it was issued with DET-AMB-2016-2918 dated 8/21/2016 (unified procedure code MO01A0253), which expires 12/31/2025.

Underground water is withdrawn via four wells, on which devices have been installed to measure the volume of water withdrawal.

In 2021, the variation to the permit issued by DET-AMB-2021-2760 on 05/31/2021 permitted an increase in the overall maximum withdrawal volume to 200,000 m<sup>3</sup>/year, and set the permit's expiry to 12/31/2030.

The amount withdrawn is reported to Arpae annually. In 2021 it was 196,292 m<sup>3</sup>.

With the latest variation to the use permit, a requirement for continuous piezometric monitoring was put in place at two of the four Company wells. The aim was to check that the increased withdrawal volume does not lead to a deterioration in the piezometric conditions and consequently increased subsidence risk.

The fee is paid annually as per Emilia-Romagna regional law no. 2 of April 30, 2015.

## WASTE MANAGEMENT

Separated waste collection takes place in an area specifically organized for temporary storage.

Waste from the Company restaurant and refreshment areas, comparable to domestic waste, is collected by the Sant'Agata Bolognese municipal refuse collector, as per current legislation. Special waste, from manufacturing, is collected by carriers enrolled on the national register of environmental companies and accompanied by the relevant identification form during transport to the authorized destination plant, as laid down by current law. All special waste generated and sent for recovery or disposal is entered into the loading/unloading register, as and with a frequency stipulated by applicable regulations. Each year such data are sent online to the competent Chamber of Commerce via the Modello Unico di Dichiarazione (single statement form).

## FLUORINATED GREENHOUSE GASES

There are numerous air conditioning and cooling systems within the facility that contain fluorinated greenhouse gases, which, being climate-altering, could have an impact on the environment if released into the atmosphere. The systems are subject to a specific monitoring regime compliant with European Regulation no. 517/2014 on fluorinated gases. Performing these periodic checks (outsourced to accredited suppliers) allows any leaks to be found and any losses to be limited: despite such checks, faults, and consequent gas leaks, can nevertheless occur. The outcomes of checks are recorded and all actions specified by applicable legislation are performed.

## WASTE WATER

The production site has a separate internal sewer system for water discharged by the production process, for rainwater runoff, and for the various drainage systems used by personnel. Waste water produced at the plant comprises:

- domestic and domestic-type waste water, which is sent to the public sewer;
- industrial waste water generated by the production process and by utility systems serving the production process, which is sent to the public sewer subject to processing at the Company treatment plant via discharge point SRF\_IND\_N01;
- rainwater runoff sent to the public sewer via a separate system;
- rainwater runoff converted into surface water.

In 2021, following modifications to discharges and to internal sewer systems, a request for modification to the Single Environmental Authorization (SEA) was submitted. The discharges from the plant were authorized as per the SEA, issued by executive resolution DET-AMB-2022-1763 of 04/07/2022. The authorization's requirements are complied with.

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

Regarding the OCCC branch site in Via Lamborghini, changes introduced into the production cycle meant a SEA request had to be submitted. Authorization was issued with DET-AMB-2021-2973 of 06/14/2021.

OCCC discharges the following types of waste water:

- domestic-type waste water sent to the public sewer;
- industrial waste water sent to the public sewer;
- rainwater sent to the public sewer.

The authorization's requirements are complied with.

## NOISE

The municipal noise classification system is still pending approval by the Sant'Agata Bolognese Town Council. In the absence of such classification, the limits established by Italian Prime Ministerial Decree dated 3/1/1991 apply. All measurements of external noise are made by a qualified acoustical engineer, as required by law. Regular measurements are not required, but preliminary acoustic impact assessments are envisaged in the event that projects are realized that could affect external noise levels. In May 2021, once the Paintshop became fully operational, as specified by the pre-existing SEA issued with DET-AMB-2020-5382 of 11/10/2020, an acoustic impact assessment was conducted, revealing compliance with the set limits.

A provisional noise impact evaluation was submitted to the competent authority regarding the systems authorized with the subsequent DET-AMB-2021-4156 of 08/18/2021. This was conducted near the Company perimeter and revealed noise levels within the limits set. Once the systems are fully operational - which must be done by August 2022 - a test certificate of compliance with the limits set will be submitted to Arpae and to the Municipality of Sant'Agata Bolognese.

In November 2021, upon requesting a modification to the **SEA**, which was followed by the authorization in force issued with DET-AMB-2022-1763 of 04/07/2022, the provisional noise impact evaluation was submitted for the new systems to be installed. Once the systems are fully operational - the deadline is 03/31/2023 - a test certificate of compliance with the limits set by applicable legislation, including a noise survey, must be submitted to Arpae and to the Municipality of Sant'Agata Bolognese.

At the OCCC facility, an anti-noise barrier was realized, as indicated in the SEA, and an acoustic impact study will be performed to check compliance with the limits set.

## ENERGY

### Heating systems

Automobili Lamborghini S.p.A. periodically assesses its heating systems for compliance with laws and regulations. More specifically, the aspects subject to review are the following:

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

### Changes to existing buildings or construction of new buildings

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

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

### Rational use of energy

In 2021, as in the previous year, the energy consumed by Automobili Lamborghini was in excess of 10,000 tonnes of oil equivalent. As a result, as per article 19 of Italian Law 10/1991 and subsequent amendments, the Company notified the name of its Energy Manager, in charge of the conservation and rational use of energy, to the Italian Ministry of Industry, Commerce and Crafts by April 30.

Each year, Automobili Lamborghini notifies ENEA (the Italian National Agency for New Technologies, Energy and Sustainable Economic Development) of the reporting of its savings, as per subsection 8, art. 7 of Italian Legislative Decree 102/2014, achieved through the implementation of energy saving measures, including any organizational measures.

The reporting of savings achieved is communicated annually.



### Trigeneration plants

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

### Electricity generation plants and purchases from the grid: fiscal compliance

Automobili Lamborghini S.p.A. notifies the Customs Agency of its consumption in relation to the electric energy 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 electric energy. To ensure the reliability of the consumption data reported, Automobili Lamborghini has its production meters calibrated by certified bodies on a regular basis.

## FIRE SAFETY MANAGEMENT

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

- CPI (Fire Prevention Certificate) document no. 4151, prot. 6892 of 03/17/2021 valid until 11/15/2023 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 another 64 activities included in the same appendix;
- SCIA (certified declaration of business startup) for fire prevention purposes, submitted in 2021 and at the start of 2022, following the issue of the CPI:

### RECEPTION, BOUTIQUE and OFFICE building:

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

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

### COMBUSTIBLE LIQUIDS STORAGE EXTERNAL TO SSC

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

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

### PRODUCTION BUILDING. SSC ASSEMBLY

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

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

### NORTH PROJECT building (ground floor only)

SCIA by parts for activity 70.2.C submitted with prot. no. 11/19/2021.

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

### ETC building

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

SCIA upon completion submitted on 04/28/2022.

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

### WAREHOUSE (or FLC) building

SCIA submitted for new activities 70.2.C, 34.1.B, 12.2.C, 44.2.C and 36.1.B

with prot. no. 32893 of 12/30/2021.

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

### CFK - WEST building (or Body-shop)

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

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

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

### CFK - EAST building (or Press-shop)

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

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

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

### R&D building

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

### Waste storage area

SCIA submitted for new activities 34.1.B, 44.1.B, 12.2.B with prot. no. of 05/06/2022.

- CPI, file no. 74521, validity extended to 04/28/2027 (Via Lamborghini 30) regarding the production plant for experimental composites, known as OCCC, for the activity “plants where inflammable and/or oxidizing gases are used with overall quantities in cycle above 25 Nm<sup>3</sup>/h” identified at no. 1.1.C of Appendix I of Italian Presidential Decree 151/2011.

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 periodically provides training to all personnel to make them aware of emergency procedures. Evacuation drills are carried out periodically, 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 routine and extraordinary maintenance and for periodic 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: 06/13/2022

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

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



*automobili*  
**Lamborghini**