2020

AUTOMOBILI
LAMBORGHINI
ENVIRONMENTAL
STATEMENT

EMAS
GESTIONE
AMBIENTALE
VERIFICATA
IT-001144

This Environmental Statement provides data and information on the Automobili Lamborghini plant Environmental Management System, as laid out by EMAS (Eco-Management and Audit Scheme) regulations. 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 responsibility 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_2 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
NACE code:	29.10 - Motor vehicle manufacturing
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).
Total workforce at 12/31/2020:	1,779
Total waterproofed surface area:	160,000 m^2
Total surface area within the site set aside for nature:	25,800 m^2
Total surface area outside of the site set aside for nature:	70,000 m^2 (Lamborghini Park)
Chairman & Chief Executive Officer:	Stephan Winkelmann
Environmental Manager:	Massimo Scarpenti
E-mail:	massimo.scarpenti@lamborghini.com
Tel.:	+39 051 9597774

Requests for information on environmental matters may be sent to the plant's Environmental Manager, Massimo Scarpenti, at the above addresses.

Environmental Management Audit IT-001144

This Environmental Statement was validated by Accredited Environmental Auditor Det Norske Veritas DNV - GL Business Assurance

English translation of the document validated in Italian.

2020

AUTOMOBILI
LAMBORGHINI S.p.A.

2020 ENVIRONMENTAL STATEMENT

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

Sant'Agata Bolognese (BO), Italy

Information current at 12/31/2020

Third update to the Fourth Edition

Our commitment to the Sustainable Development Goals

Learn about Lamborghini's commitment to the SDGs at www.lamborghini.com


4 QUALITY EDUCATION
5 GENDER EQUALITY
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10 REDUCED INEQUALITIES
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17 PARTNERSHIPS FOR THE GOALS
SUSTAINABLE DEVELOPMENT GOALS

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, and has created a new segment for luxury cars and a reference point in terms of 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, the rear-wheel drive models, the Performante in 2017 – which set record times on various international circuits – and the Performante Spyder in 2018. In 2019 the new Huracán EVO was introduced in its 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 on the official website www.lamborghini.com.

In November 2020, Automobili Lamborghini virtually launched its latest model, the Huracán STO (Super Trofeo Omologata), a super sports car approved for road use, inspired by the sporting tradition of its Huracán Super Trofeo EVO and Huracán GT3 EVO racing cars.

The Aventador S, in Coupé and Roadster versions, is the new benchmark in the V12 super sports car segment. The Aventador SVJ, unveiled in August 2018, has already established itself as the fastest production vehicle on the famous Nürburgring-Nordschleife track, covering the 20.6 km lap in just 6:44.97 minutes. The SVJ Roadster was introduced onto the market in 2019.

With 167 dealerships worldwide, the Company has further increased sales of its cars for the ninth consecutive year, achieving a new record. In 2019, customer deliveries worldwide grew by 43%, from 5,750 to 8,205 units sold.

Since its founding 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. With the launch of the Lamborghini Sián FKP 37 in 2019, of which only 63 units were produced, the Company introduced hybrid technologies for the first time, with the world's first use of a super capacitor in a hybrid solution as well as a unique application of materials science. The Sián is thus able to deliver incredible exhilaration and exceptional dynamic performance typical of a Lamborghini super sports car, while at the same time meeting future electrification requirements.

Contents

Introduction by Stephan Winkelmann

UNDERSTANDING THE LINK BETWEEN PLANET, ENVIRONMENT AND PEOPLE: LAMBORGHINI ACCELERATES ITS PROGRESS TOWARDS A MORE SUSTAINABLE FUTURE

The COVID-19 crisis has further focused our attention on the close link between human health and the health of the planet, thus heightening our understanding of the importance of preventing risks associated with climate change by adopting a sustainability strategy.
The message we will carry forward from this experience is that we are all interconnected and that the choices we make as individuals and as a company can make all the difference.

It is thanks to this understanding that the crisis has not diminished our commitment to environmental protection. Indeed, our sense of responsibility towards people and the community has been further strengthened.
Always focused on the future and on new directions, we have over the year continued our journey by aligning our actions and environmental and energy policy with the Sustainable Development Goals within the United Nations' 2030 Agenda.

Efficiently managing resources, procuring energy from renewable sources, safeguarding biodiversity and recycling materials: these are just a few of the goals reached during the year in response to the new global challenges for a more sustainable future.

In addition, we have established a new Sustainability Task Force, an inter-departmental working group set up to encourage the exchange of information and new ideas for continuous improvement. Owing to the work of this Task Force, stakeholders are then informed about all our sustainability projects in the name of full transparency, a characteristic that has always marked us out.

Through our Environmental Statement, we want to underscore the importance for us of pursuing industrial development that considers the community and the wider environment: their protection is the focus of all our actions, and through our work we seek to act as a model for the whole community. Safeguarding the world we live in is a key element of our conduct as an industrial enterprise. It is for this reason that all members of the Lamborghini family can think of their Company with great satisfaction and take pride in being part of it.

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

The 2025 Strategy

Automobili Lamborghini has undergone a period of great change due to the preparation of its third model, the Urus Super Sport Utility Vehicle, launched at its headquarters in Sant'Agata Bolognese in December 2017. The major challenges that the Company has had, and will have, to face over the coming years do not end there: the entire car industry is undergoing increasingly rapid change and it is thus essential to have clear long-term goals and priorities.
For this reason, Automobili Lamborghini is continuing with the implementation of its 2025 Corporate Strategy, drawn up in 2017 to respond to two main requirements: to define what the Company wants to be in the coming years, and to decide how to interpret the new trends that will increasingly characterize the car industry in the future, especially sustainability, digitization and urbanization.

The 2025 Strategy is based above all on one question: "Why does Lamborghini exist?" The answer - the vision - is very clear: "To be the icon of luxury super sports cars". During 2021, Lamborghini will define its new 2030 Strategy, which will address in even more detail the themes of the future competitive environment and of the transition to the next generation of models and powertrains.

In line with this vision, the Company set itself some measurable targets, key among which regards sustainability.

Automobili Lamborghini intends to conduct its business sustainably, including in environmental terms, both regarding the reduction of its fleet emissions and the containment and offsetting of CO_2 emissions, so as to continue to receive CO_2 neutral certification – a huge challenge given the significant industrial growth the Company will undergo over the coming years.

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 contributes ethically and responsibly to the future for current generations and for those to come.

LAMBORGHINI AS AN ETHICAL COMPANY

Identifying sustainability as a Company objective within the 2025 Strategy is a strong undertaking of responsibility to our stakeholders and to the community where the Company operates every day. Sustainability, for Automobili Lamborghini, is an absolute duty, a commitment to the world around it that brings with it a dual responsibility, not just as a Company but also as a highly visible Brand. Policies of responsibility, if they are directed well, can give impetus to virtuous processes in today's way of doing business.

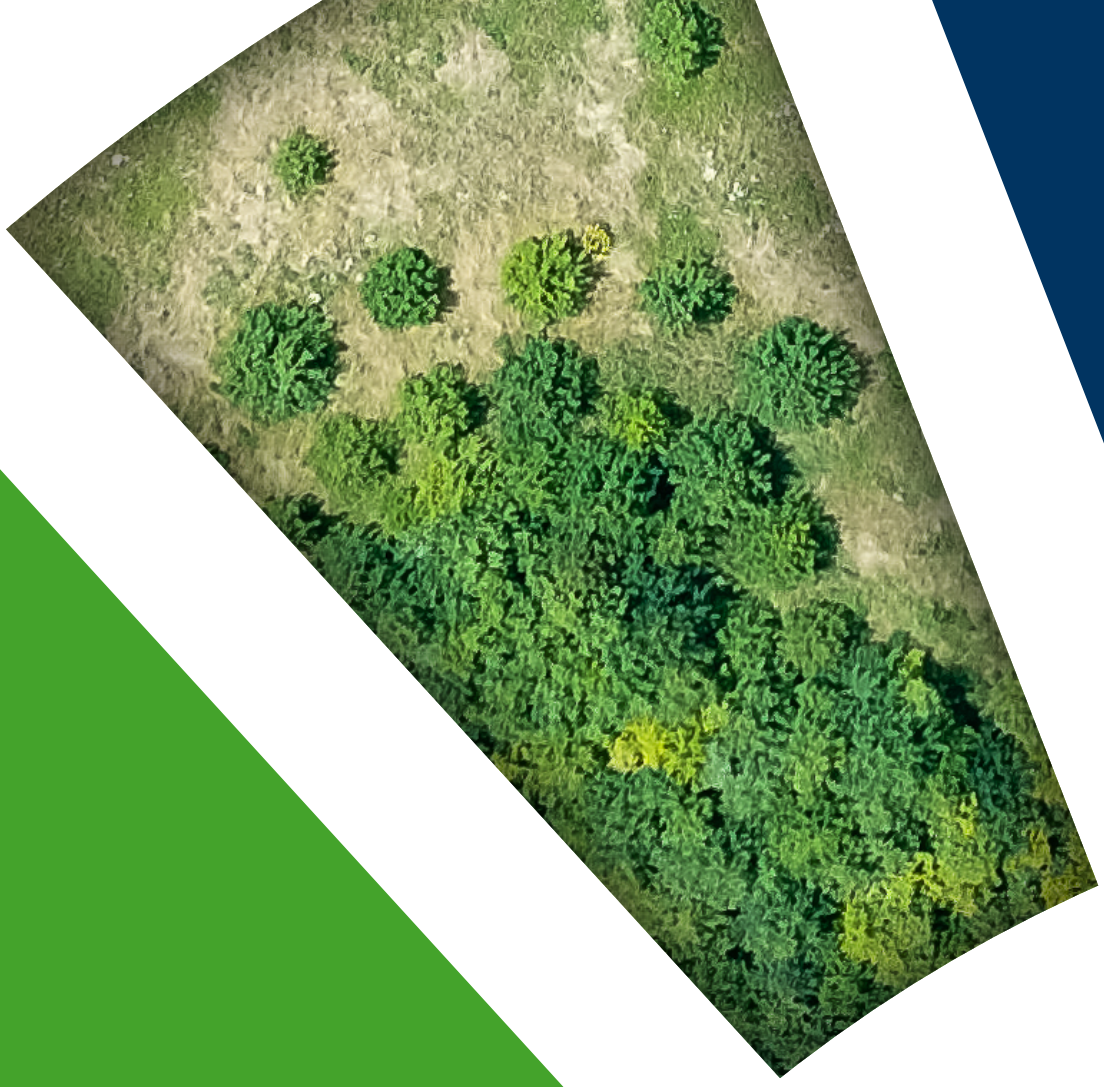
Economic growth in and of itself is, indeed, not sufficient; development is genuine and has value only if it improves quality-of-life in a lasting manner, thus safeguarding the foundations of our society.
Automobili Lamborghini increasingly identifies itself as a Company operating according to ethical principles and, therefore, cannot disregard the need to adopt guidelines as a framework for its actions.

Sustainable business

These guidelines are not just a list of rules, but rather a commitment that each of us at Lamborghini makes our own, aiming to bring the community together by leveraging a corporate culture and style of doing business that sets the Company apart.

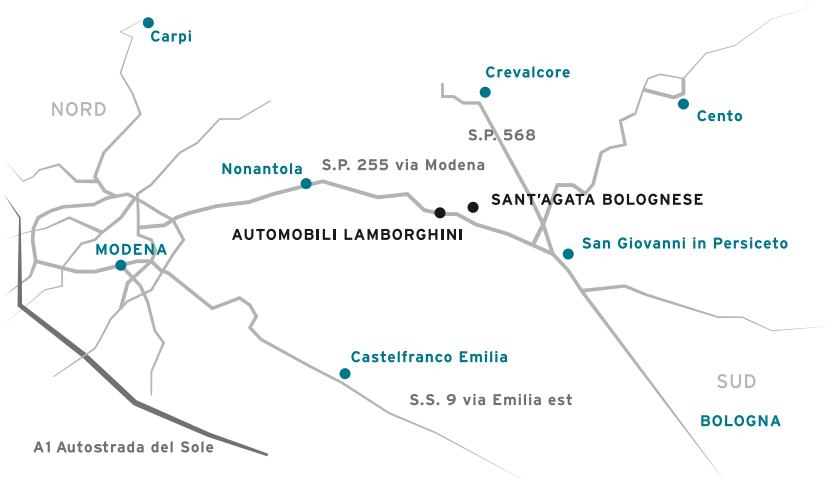
Automobili Lamborghini firmly believes, both as a Company and as a group of people, that the key to business success lies in the integrity with which it operates, in full compliance with the law and committed to pursuing its ethical principles.

1 ENVIRONMENTAL RESPONSIBILITY: A CONCRETE COMMITMENT



1.1 The production process of Automobili Lamborghini

The Automobili Lamborghini production facility is located in Sant'Agata Bolognese, in the Province of Bologna, on a flat area at an altitude of approximately 20 meters above sea level. The first Lamborghini factory was built in 1963 in an area that was once used for farming. The facility has undergone numerous modifications over the years before reaching its current size and configuration. Today the Lamborghini production site has a surface area of approximately 316,000 m^2. It consists of a number of buildings with a total built-on area of approximately 140,000 m^2.



Luxury sports cars are designed, developed and produced by Automobili Lamborghini at the Sant'Agata Bolognese site. Operations include: manufacture of the body shell and carbon fiber parts, assembly, finishing and after-sales assistance.

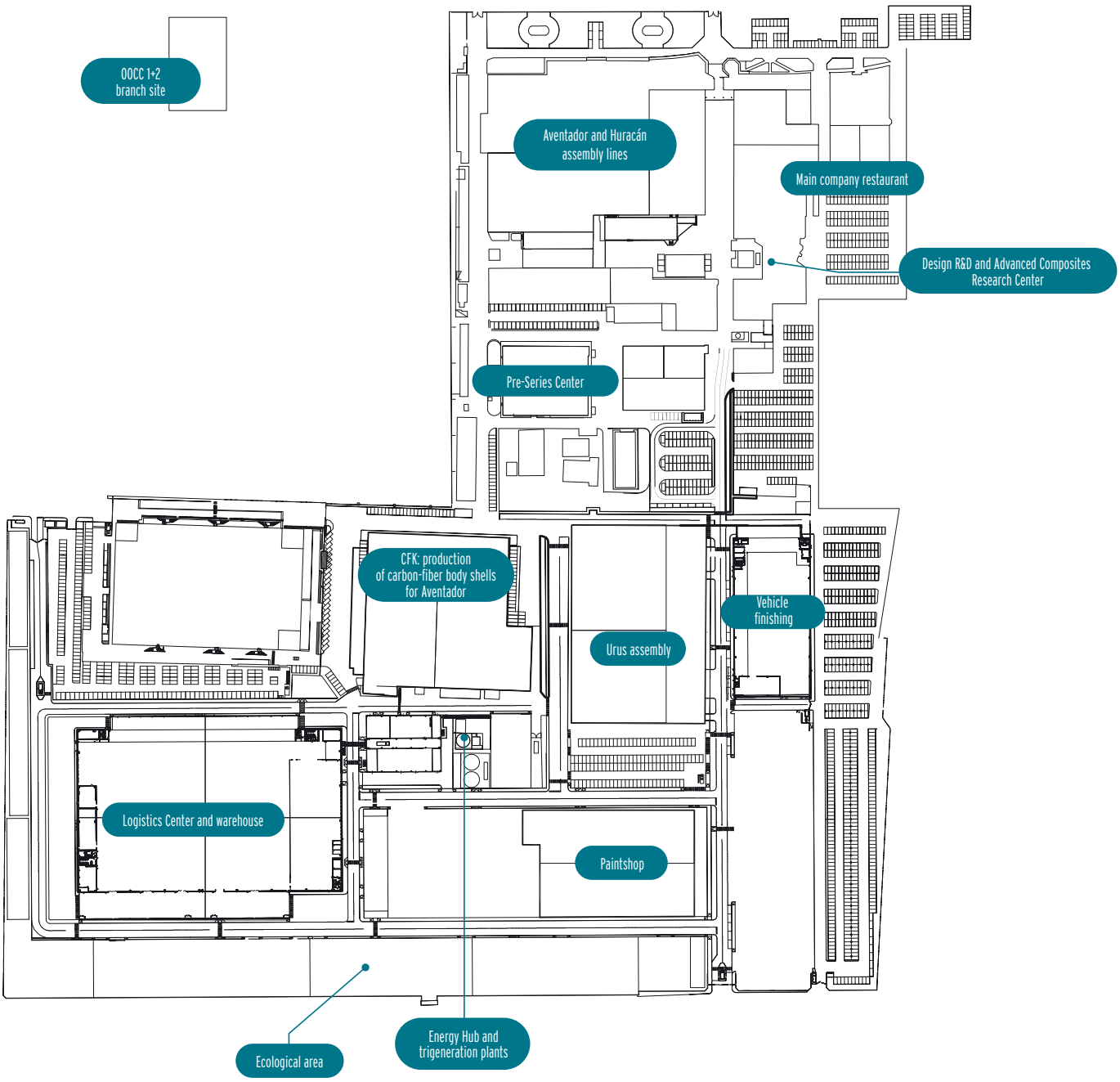
With the acquisition of Automobili Lamborghini Holding S.p.A. by AUDI AG in 1998, the sports car manufacturer became a wholly owned subsidiary of the German automobile manufacturer. Through the acquisition, AUDI AG aimed to transfer the quality standards of the Audi Group to the new Italian subsidiary.

In 2020, 7,267 units were produced:

	2018	2019	2020	Unit
Aventador	1,217	1,004	876	no.
Huracán	2,759	2,421	2,027	no.
URUS	2,565	5,233	4,364	no.
Total	**6,577**	**8,658**	**7,267**	**no.**

In a year like 2020, full of major challenges and marked by the worldwide spread of the pandemic, Automobili Lamborghini was able to respond with great energy and resolve. Vehicle consignments worldwide fell by just 9% compared to the previous year. The slight fall was clearly due to the 70-day manufacturing shutdown in the spring, as per the Italian Government's directive and to safeguard workers' health during the first phase of the crisis. To offset this, the second half-year saw record sales, the best second half-year period in the entire history of the Company.

PRODUCTION FACILITY - GENERAL FLOOR PLAN



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 are committed to supporting the United Nations' Sustainable Development Goals, recognizing their importance as guidelines to give everyone the opportunity to live in a developed and sustainable world from an environmental, social and economic perspective.

In carrying out its operations, Automobili Lamborghini endeavors to employ natural resources and energy in the most efficient way possible. This commitment is realized through: the development, application and monitoring of an Environmental Management System and Energy Management System that meet **ISO 14001** and **ISO 50001** international standards; the maintenance of **EMAS** registration in order to publicize environmental results in full transparency; the adoption of an **ISO 14064**-compliant system for monitoring the greenhouse gas emissions of the whole Company.

Automobili Lamborghini has implemented a protocol to keep the plant CO_2 neutral, by defining a program for reducing and offsetting CO_2 emissions, prioritizing where possible internal 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.

When choosing new suppliers, sustainability principles are applied to the supply chain in order to prevent negative social and environmental impacts from 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.

MAIN ACTIONS 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_2 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.

1.3 The Organization's Environmental Management System

The set of rules defined for the management of environmental aspects forms the Environmental Management System, which aims at the continuous improvement of environmental performance as laid out in the **EMAS** regulations and the **ISO 14001** international standard. In 2009, Automobili Lamborghini was the first Italian automotive company to obtain EMAS registration.

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

The Company's long-established management systems enabled a swift alignment during 2020 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 reinforce its environmental policy on climate by adhering to a voluntary commitment in line with government policies on the Kyoto Protocol and the European Union's "Climate and Energy Package". At the end of 2012, the Company signed an important agreement with the Italian Ministry for the Environment to define a carbon footprint calculation methodology regarding the production of body shells and carbon-fiber components at the CFK Center, along with accounting for the associated CO_2 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 July 2015, Automobili Lamborghini became the first company in the world to join the **Carbon Neutrality Protocol of Det Norske Veritas DNV - GL Business Assurance.** The Company is committed to offsetting each year 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 following organizational diagram.

2009

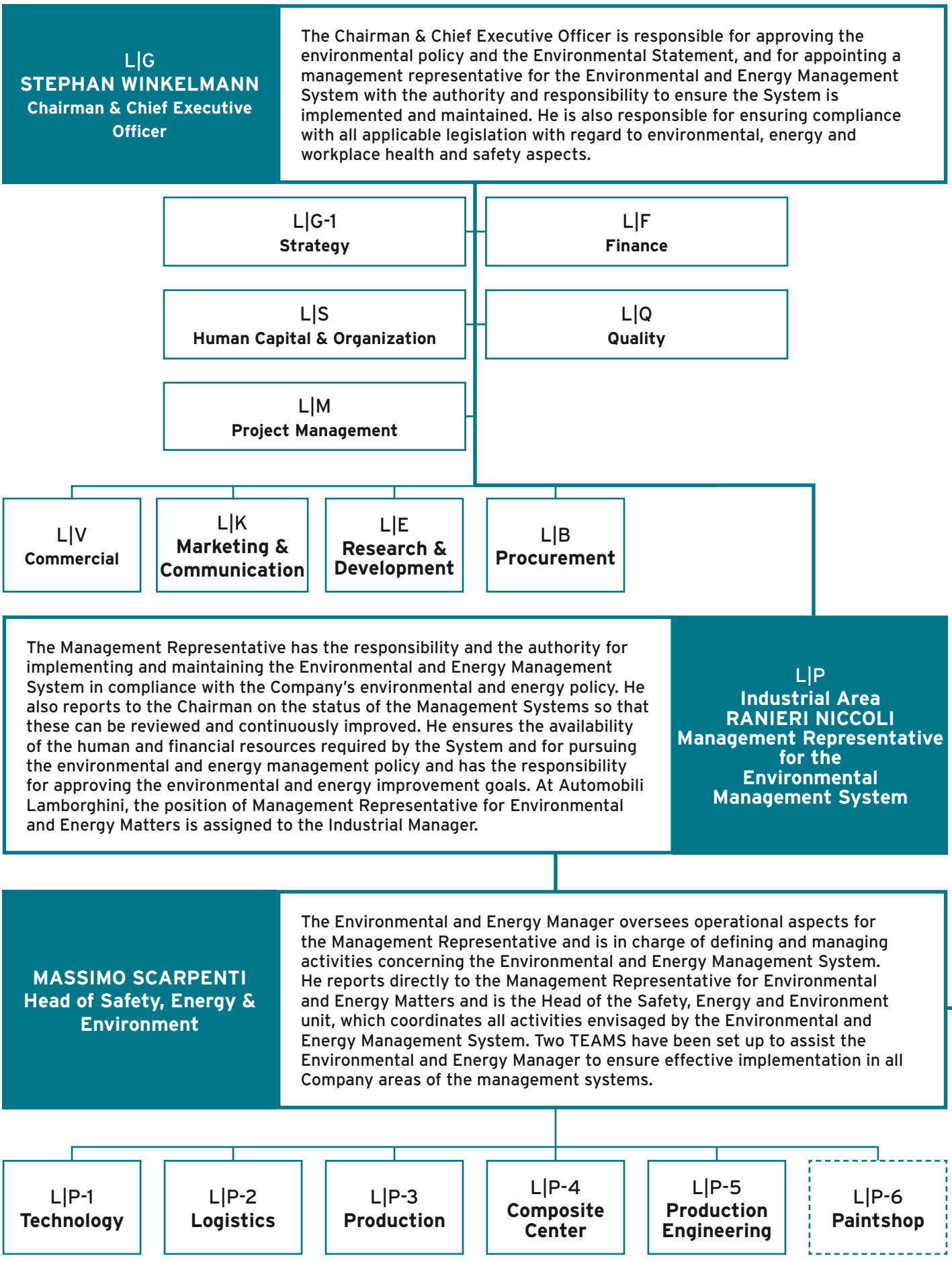
FIRST ITALIAN
AUTOMOTIVE COMPANY
WITH EMAS CERTIFICATION

2013

FIRST ITALIAN AUTOMOTIVE
COMPANY WITH
ISO 14064 CERTIFICATION

2015

FIRST COMPANY IN THE
WORLD TO JOIN THE CARBON
NEUTRALITY PROTOCOL OF
CERTIFICATION BODY DNV - GL


L|G
STEPHAN WINKELMANN
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.
L|G-1
Strategy
L|F
Finance
L|S
Human Capital & Organization
L|Q
Quality
L|M
Project Management
L|V
Commercial
L|K
Marketing & Communication
L|E
Research & Development
L|B
Procurement
The Management Representative has the responsibility and the authority for implementing and maintaining the Environmental and Energy Management System in compliance with the Company's environmental and energy policy. He also reports to the Chairman on the status of the Management Systems so that these can be reviewed and continuously improved. He ensures the availability of the human and financial resources required by the System and for pursuing the environmental and energy management policy and has the responsibility for approving the environmental and energy improvement goals. At Automobili Lamborghini, the position of Management Representative for Environmental and Energy Matters is assigned to the Industrial Manager.
L|P
Industrial Area
RANIERI NICCOLI
Management Representative for the Environmental Management System
MASSIMO SCARPENTI
Head of Safety, Energy & Environment
The Environmental 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. He reports directly to the Management Representative for Environmental and Energy Matters and is the Head of the Safety, Energy and Environment unit, which coordinates all activities envisaged by the Environmental and Energy Management System. Two TEAMS have been set up to assist the Environmental and Energy Manager to ensure effective implementation in all Company areas of the management systems.
L|P-1
Technology
L|P-2
Logistics
L|P-3
Production
L|P-4
Composite Center
L|P-5
Production Engineering
L|P-6
Paintshop

ECO-TEAM Environment Management Team

The Eco-Team's role is to structure the Environmental Management System and promote its principles throughout the Company. It consists of a representative from each company department involved in environmental management. Its members are chosen by Management. The Eco-Team meets regularly to check the progress of its projects and goals, and to plan improvements as necessary.
All members of the Eco-Team are responsible for reporting and circulating activities defined within their respective departments.

- Purchasing
- Technical Services
- Production
- Logistics
- CFK Product & Process
- Communication
- Quality
- Human Resources & Organization
- Research & Development
- Manufacturing Engineering

GREEN-TEAM Energy Management Team

The Green Team was established to assess and research specific projects for reducing CO_2 emissions and increasing energy efficiency. In 2017, the Green-Team was restructured and expanded to include the following departments: Manufacturing Engineering (Industrialization), Composite Center Technology (CFK Center Process Technologies) and Technical Services (Infrastructure and Systems).

- Technical Services
- CFK Process
- Manufacturing Engineering

2 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 of a company's activities, products or services that has impacted or could impact the environment; in other words, one 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 on 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 being examined.

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

- energy consumption;
- greenhouse gas emissions;
- water consumption;
- waste production;
- use of substances containing Volatile Organic Compounds (VOC);
- atmospheric emissions.

2.1 Energy use

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 energy sources used by Automobili Lamborghini are electricity and natural gas. Electricity powers the plant systems used in production process and the lighting and air conditioning at facilities; natural gas is used mostly for heating offices and industrial spaces and to produce hot water for non-industrial use, as well as partly 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 for the production processes. From an infrastructural standpoint, Lamborghini has established more restrictive criteria for the construction of its new buildings: as of 2011, all new buildings must be energy class A. The following buildings are energy class A: Pre-Series Center, DESI Training Center, ZP7 Urus, Finishing Line ZP8, Warehouse and Paintshop. The Tower 1963 office building is rated energy class A and also has LEED (Leadership in Energy and Environmental Design) certification.

TRIGENERATION

Trigeneration is a highly efficient system that allows electric, thermal and cooling energy to be generated from a single fuel, which in Lamborghini's case is natural gas. The transformation of heat energy into refrigeration power 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 (from April to October), the thermal energy produced by the two trigeneration plants is converted into cooling energy (approx. 890 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.

7 AFFORDABLE AND CLEAN ENERGY

9 INDUSTRY, INNOVATION AND INFRASTRUCTURE

DISTRICT HEATING

District heating is a form of distance transport of the energy produced by a heating plant through a network of insulated underground pipes, which then returns the water to the same heating plant. Automobili Lamborghini is the **first automotive company in Italy to have a district heating system.** This system supplies hot water from a cogeneration plant, which runs on biogas, located in Nonantola (around 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 offices and manufacturing areas.

District heating
FROM COGENERATION
powered by biomethane

ELECTRICITY: USE OF RENEWABLE ELECTRICITY

Between 2010 and 2011, Automobili Lamborghini installed a photovoltaic system, to provide electricity for internal use, on the covers of the parking areas, with a power output of 678 kWp and producing approximately 820,000 kWh/year. In 2020, the system allowed a reduction in CO_2 emissions equivalent to 294 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 from qualified plants. Each certificate has a value of 1 MWh and is issued according to the amount of electricity sent to the grid by qualified systems.

100%
RENEWABLE ELECTRICITY

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.

ENERGY HUB FOR
centralized production
OF ENERGY

In the cooling plant, 7 groups of high-efficiency refrigerators 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-capacity boilers and two 6.3 MW-capacity 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 input 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 North and South area consumer units 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 for the usage priorities of the different production technologies.

Tower 1963

LEED PLATINUM

(LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN)

The project stands out for its energy efficiency and efficient use of water, internal comfort and visual connection with the exterior, as well as for the inclusion of green areas in a production area mainly featuring asphalt-covered surfaces.

92 points

THE HIGHEST SCORE IN ITALY

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. A diagram is given below showing the energy supply, internal transformation and requirements necessary for the buildings and processes to operate correctly.

SUPPLY BALANCE			DEMAND BALANCE	
Mains electricity			Cooling energy from electric refrigeration units Thermal energy from heat pump Cooling energy from heat pump Elect. for other uses	CONSUMER UNITS
Elect. from PV	Elect. purchased from PV Solar 3		Elect. purchased from PV Solar 3	
Mains natural gas	Mains natural gas	INTERNAL TRANSFORMATION	Self-produced and self-consumed elect. from CHP1 Thermal energy from CHP1 Cooling energy from absorption chiller 1 Self-produced and self-consumed elect. from CHP2 Thermal energy from CHP2 Cooling energy from absorption chiller 2 Process natural gas (Paintshop) Thermal energy from heating plants	
Heat energy from dist. heating	Thermal energy from district heating		Thermal energy from district heating Cooling energy from district heating absorption chiller	
Gasoline	Gasoline		Gasoline	

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

Both approaches are required to correctly deal with the company's energy trends, and each allows us to obtain specific information. The supply balance allows us to obtain important information on the tonnes of CO_2 produced to satisfy the energy requirements of the production site, as well as being necessary for the analysis of the economic flows related to the energy supply from the grid. It thus represents all incoming energy sources at the production site. The

demand balance, on the other hand, allows us to assess the real efficiency of the Company's energy system. As a matter of fact, the efficiency measures undertaken in the improvement plans have allowed growth of the energy demand to be contained, taking on the significant expansion in production and the heated and cooled areas in recent years in an expedient manner.

The data for the three-year period 2018-2020 are given below:

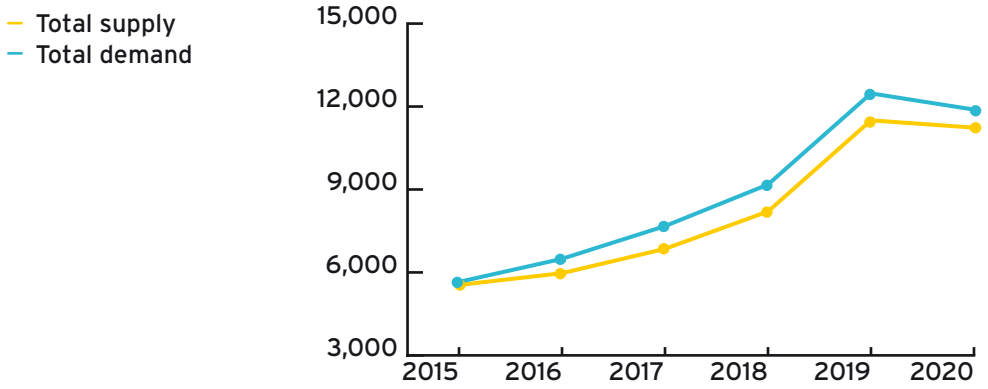
TOTAL ENERGY CONSUMPTION (TOE/YEAR)

DEMAND BALANCE	2018	2019	2020
Electric energy (TOE/year)	5,205	6,938	6,880
Natural gas (TOE/year)	0	459	680
Thermal energy (TOE/year)	1,690	2,994	2,509
Cooling energy (TOE/year)	1,293	1,535	1,392
Gasoline (TOE/year)	477	473	416
Total	**8,665**	**12,399**	**11,877**

SUPPLY BALANCE	2018	2019	2020
Electric energy (TOE/year)	4,565	6,554	6,346
Natural gas (TOE/year)	2,853	5,264	5,316
Thermal energy (TOE/year)	580	292	217
Cooling energy (TOE/year)	0	0	0
Gasoline (TOE/year)	477	473	416
Total	**8,474**	**12,583**	**12,295**

11,877
TOE/year
IS THE OVERALL REQUIREMENT OF ELECTRIC ENERGY, NATURAL GAS, THERMAL ENERGY, COOLING ENERGY AND GASOLINE RECORDED IN 2020

In 2020, the overall demand for electrical, thermal and cooling energy and for natural gas and gasoline (total energy requirement) was 12,295 TOE, an overall fall of about 288 TOE compared to 2019 (-2.3%). The fall in energy demand was mainly due to the Company shutdown following the government lockdown in response to COVID-19 (March-May 2020).



The difference between the total demand and the total supply represents the portion of energy that was produced in-house through the PV, trigeneration and district heating plants.

Indicators

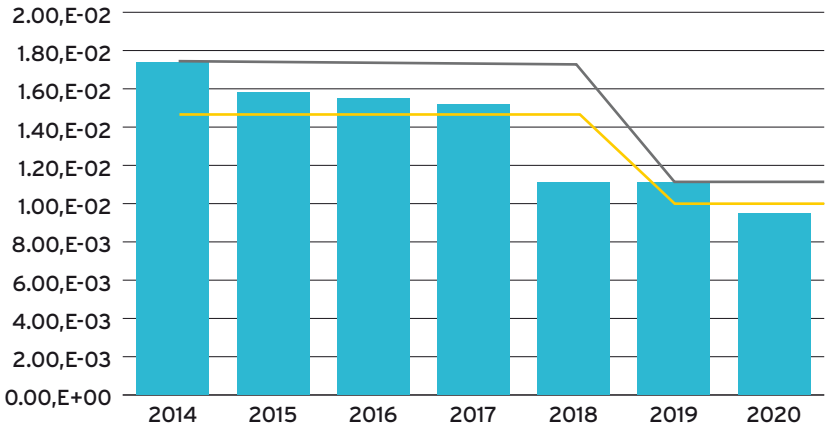
Continuous monitoring of energy consumption is not, however, sufficient to outline the actual trend in the energy performance of processes and buildings. For this reason, specific energy indicators are defined. The energy indicators are always composed of two fundamental values: Energy Consumption and Energy Drivers. The Energy Drivers represent independent variables which correlate closely with the energy consumption of the company structure. The two most significant indicators for the production site consumption type are:

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

The choice of these indicators has made it possible to standardize the consumption of thermal energy for winter and summer climatic conditions (Degrees Day) and the volumes heated and cooled (Vheat. and Vcool.).

The following is the historical trend of the two energy performance indicators mentioned above.

Thermal energy trend

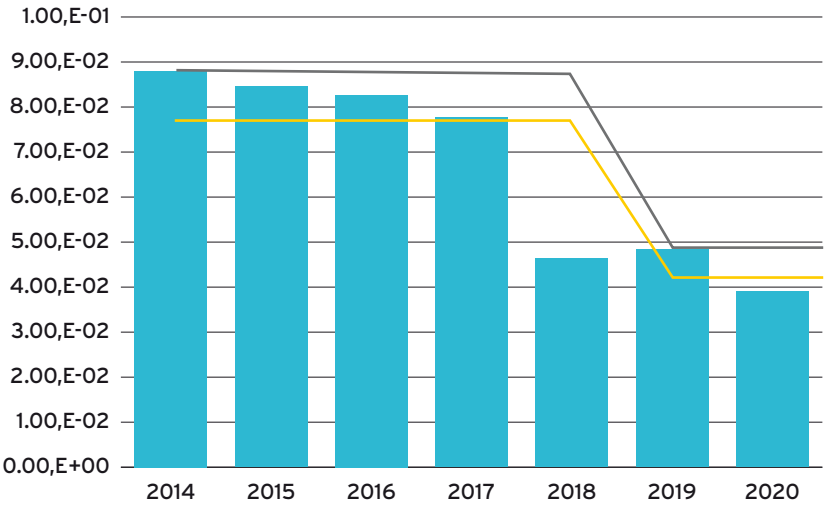


-46%

CONSUMPTION OF THERMAL ENERGY PER WINTER DEGREE DAYS PER UNIT OF HEATED VOLUME COMPARED TO 2014

EnB (Energy Baseline)
EnPI target
kWht/(Win.DD*Vheat.)

Cooling energy trend



-55%

CONSUMPTION OF THERMAL ENERGY PER SUMMER DEGREE DAYS PER UNIT OF VOLUME COOLED COMPARED TO 2014

EnB (Energy Baseline)
EnPI target
kWhc/(Sum.DD*Vcool.)

	2018	2019	2020
kWh thermal energy/Win.DD*Vheat.	1.11,E-02	1.11,E-02	9.47,E-03
kWh cooling energy/Sum.DD*Vcool.	4.58,E-02	4.98,E-02	3.85,E-02

Specific analysis of these values highlights a significant decrease for both indicators since 2014, with a stabilization of the index in 2018 and 2019.
In 2020, there was a notable impact caused by the Company shutdown due to the lockdown in response to the COVID-19 crisis. Specifically, the shutdown led to an anomalous fall in heating and cooling energy demand, with a consequent significant fall in the indicator.
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 it is not representative of the Company's energy performance during normal operations.

Historically, the ongoing decrease in the index 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 the energy system currently under consideration, further indicators to track the efficiency of the improvement plans implemented by the Company are also taken into account:

	2018	2019	2020
Main production site electric energy/vehicle [kWh/car]	7,890	10,332	12,340
ZP7-ZP8 electric energy/vehicle [kWh/car]	588	412	298
CFK electric energy/body shell [kWh/car]	4,210	4,015	4,228
Main production site thermal energy/vehicle [kWh/vehicle]	4,233	3,245	2,884
Main production site cooling energy/vehicle [kWh/vehicle]	2,845	2,504	2,465
Gasoline consumption/vehicle [liters/vehicle]	92	69	73

Goals

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

-20.1%

TOTAL ENERGY CONSUMPTION PER VEHICLE PRODUCED [KWH/VEHICLE] VS. 2010

	2010 Reference Value	2018	2019	2020
Total electric energy consumption per vehicle produced (kWh/vehicle)	15,447	7,890	10,332	12,340
Reduction % achieved	-	-48.9%	-33.1%	-20.1%

Several improvement actions were defined in relation to these goals, as shown in the following table, that will contribute to bring down the consumption of electric, thermal and cooling energy:

Title	Goal	Actions	Time frames	Status
COGENERATION GROUPS AND EXTERNAL DISTRICT HEATING EFFICIENCY IMPROVEMENTS	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) Priority to 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
AUTOMATION 4.0	Automated management of trigeneration/district heating system.	Step 1: mapping 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
INTERACTION EFFICIENCY IMPROVEMENT BETWEEN ENERGY HUB AND TRIGENERATION GROUPS	Remote monitoring and management of natural gas consumption.	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
NORTH ENERGY HUB	Optimization of Energy Hub systems operation.	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
ELECTRIC VEHICLE CHARGING STATIONS	Provision of electric vehicle charging infrastructure for employees in order to encourage electric vehicle use. Reduction of traffic-related CO_2 emissions and noise.	Installation of new electric vehicle charging infrastructure in the employee parking lots.	Dec-22	IN PROGRESS

Title	Goal	Actions	Time frames	Status
ENERGY AUDIT	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
REFURBISHMENT Heating Plants	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	IN PROGRESS
SSC PRODUCTION DEPARTMENT HEATING SYSTEM REFURBISHMENT	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
OOCC 1 LED LIGHTING	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
ROOFTOP CONTROL AND ZP7 AND ZP8 ATUs	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
AUTOMATION 4.0	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.	Jun-21	IN PROGRESS

Title	Goal	Actions	Time frames	Status
PILOT PROJECT FOR MONITORING NORTH SIDE DEPARTMENTS' INPUT POWER (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: start of unit monitoring period (6/8 months).	Oct-21	IN PROGRESS

2.2 Greenhouse gas emissions

Annual greenhouse gas emissions are expressed in tonnes of CO_2 equivalent and are calculated by Automobili Lamborghini through the preparation of an emission inventory showing the amount of CO_2 produced each year by the entire production process (Carbon Footprint), as set out in the **ISO 14064** standard. The following are included in the scope of the audit as per the standard of reference:

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

Since 2015, Automobili Lamborghini has been offsetting the portion of GHG emissions from the use of electricity, natural gas and all fossil fuels used for heating its buildings and generating electricity at the Sant'Agata Bolognese production site, in compliance with the **Carbon Neutrality Protocol (Det Norske Veritas DNV - GL Business Assurance)**. These emissions represent about 90% of the total emissions 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_2 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 2020 AUDIT

Automobili Lamborghini S.p.A.'s total greenhouse gas emissions in 2020 were 23,787 tCO_2e, broken down as follows:

	2018 tCO_2	2019 tCO_2	2020 tCO_2
Scope 1 emissions	8,924	14,125	12,662
Scope 2 emissions	7,629	10,299	9,458
Scope 3 emissions	1,152	1,776	1,667
Total GHG emissions	**17,705**	**26,200**	**23,787**
Emissions included in the neutrality protocol	**16,180**	**23,665**	**22,253**
Emissions per vehicle produced (tCO_2/vehicle)	**2.69**	**3.02**	**3.3**

In 2020, the Company shutdown following the government lockdown in response to the COVID-19 crisis (March-May 2020) led to a fall in Scope 1 and 2 emissions, associated with plant energy demand and business trips using Company vehicles.

In 2020, the source of emissions with the greatest impact for the Company were again Scope 1 direct emissions (53% of the total). This was followed by Scope 2 emissions associated with electricity use (about 40% of the total). Within Scope 1, emissions associated with natural gas consumption had the greatest impact (87%), followed by those associated with gasoline consumption (10%), with the consumption of refrigerant gases added to refrigeration systems (2%), and with business trips (1%).

-33%

REDUCTION IN CO_2 EMISSIONS IN 2019 THANKS TO IN-HOUSE ENERGY EFFICIENCY PROJECTS AND USE OF RENEWABLE ENERGY

INTERNAL REDUCTION OF CO_2 EMISSIONS

The reductions achieved during the three-year period 2018-2020 are given below:

Internal reduction of GHG emissions

	Date of implementation	Reduction achieved		
		2018 tCO_2	2019 tCO_2	2020 tCO_2
Trigeneration 1	May-15	428.49	244.68	556.80
Trigeneration 2	Oct-17	18.69	468.30	622.31
District heating	Jun-15	615.25	459.77	400.24
Photovoltaic system (491 kWp)	Jan-15	336.79	336.07	291.15
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
Installation of an automatic ZP8 Rooftop powering on/off system	Dec-19	-	18.55	549.45
SSC circuit heat insulation	May-20	-	-	20.08
Replacement of pumps of Heating Plant 3	Oct-20			3.50
TOTAL REDUCTION IN EMISSIONS [tCO_2]		**2,820.69**	**2,952.52**	**3,876.79**

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

OFFSETTING OF

CO_2 emissions

THROUGH PURCHASE OF

Carbon Credits

Indicator

GHG Emissions Reduction annual relationship (R_a)	2018	2019	2020
AR = GHGE-AVR / GHGE-ACB	0.791	0.795	0.752

In 2020, the annual ratio between Annual Verified Residual GHG emissions and Annual GHG emissions from the Corrected Baseline (Ra = GHGE-AVR / GHGE-ACB) was 0.752, a reduction compared to 2019.

There was a 33% fall in 2020 compared to the 2014 baseline year.

CO_2 EMISSIONS OFFSETTING

Lamborghini's commitment ever since 2015 has been that of maintaining the manufacturing facility CO_2 neutral in the years to come.

Offsetting the CO_2 emissions from the use of electricity is performed through the purchase of Green Certificates: these certify the renewable origins of the energy sources used from qualified plants. Each certificate has a value of 1 MWh and is issued according to the amount of electricity sent to the grid by qualified systems.

The remaining CO_2 emissions are offset by purchasing Carbon Credits: 1 "carbon credit" represents the unit of reduction or removal of greenhouse gases generated by a project, corresponding to one tonne of CO_2 equivalent, which is admissible for exchange and sale on a 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.

CO_2 EMISSIONS OFFSETTING PROJECTS

Project	Origin	Description
BICYCLE MOBILITY	Italy - City of Bologna The **Bologna Carbon Market** (BoCaM) is a market for voluntary carbon credits developed 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.*
CARBON CAPTURE & STORAGE	Italy Sustainable agriculture project: "**Valle Capitania**" in the province of Rovigo. "**Valle Lagunare** - Val Dogà, Caposile - Venice".	Natural CCS - carbon capture and storage - mechanism. Using the natural mechanism of brackish water which captures atmospheric CO_2 and transfers it to the underwater photosynthetic systems (algae and aquatic plants), the lagoon collects CO_2 and stores it, naturally and without any artificial mechanism, in the muddy subsoil. This is a natural process which is enhanced by the traditional and historic activity of these fishing lagoons (dating back to the 5th century), and implies sustainable, optimal environmental management for carbon dioxide capture.
REFORESTATION	Italy Planting bamboo trees to increase the capture of greenhouse gas emissions. **Società Agricola Bambù S.r.l.** – 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_2 (carbon dioxide). Through photosynthesis, the bamboo plantation naturally takes in CO_2 from the atmosphere in greater amounts compared to other trees. It can capture up to 4 times more CO_2 than a young forest, and produce 35% more oxygen. *Notes:* *The project came to an end in 2019.*

100%
OF RESIDUAL EMISSIONS OFFSET

FINAL STATEMENT OF CO_2 EMISSIONS

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

	2018	2019	2020
TOTAL EMISSIONS OFFSET [tCO_2/year]	**16,180.10**	**23,665.10**	**22,253.34**
Purchase of Green Certificates for electricity	-8,096.31	-10,915.19	-10,003.92
Purchase of Carbon Credits	-8,083.79	-12,749.91	-12,249.42
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 the actions which aim to minimize these emissions and to the summary 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 the water resource, which is necessary for life, and the loss of quality 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

Water for Automobili Lamborghini premises is taken 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 system serving the production process, the water tests and vehicle and body shell washing, topping up of the autoclave coolant water, the 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 body shell wash robot that uses heated water from the autoclaves' work cycle;
- partial recycling of the water used in the water tests and for washing the vehicles;
- rainwater collection tank for irrigation of the green areas around the Office Block.

Furthermore, in 2020, the Company:

- modified the cooling system for the RTM injection machine (CFK department). This involved the installation of a refrigerator for the RTM (CFK) line to cool the water in the thermoregulator heat exchanger, which previously used disposable softened water for cooling. This led to an estimated annual saving of about 4,500-5,000 m^3 of well water;
- completed a system for collecting the condensate water from the Paintshop air treatment unit (ATU); from January 2021, this will be fed back into the storage tank in the water plant and so be reused in the manufacturing process. There is a flow meter on the recycling line. An annual saving of 20,000-30,000 m^3 in well water is expected;
- launched a project to limit water consumption at the branch site at 30, Via Lamborghini, to build a closed loop cooled-water generation and distribution

system. The cooled water will be used to control the temperature of the installed systems, during operation, which would otherwise use up to 32,000 m^3 of disposable potable water per year.

Performance

In 2020, total water consumption was **245,129** m^3.
Potable water consumption was reduced by about 16,000 m^3 compared to 2019. The fall was mainly due to reduced on-site personnel and services (e.g. the Company restaurant) during the Company shutdown.

On the other hand, well water consumption for industrial use increased by 4% compared to 2019. This rise is due to the productivity increase in the new Paintshop, which uses significant quantities of water for the air treatment systems and for washing the painting lines. Well water usage in 2020 comprised 72% of the total water used.

72%
WELL WATER

	2018	2019	2020
Potable water consumption (m^3)	98,341	84,736	68,670
Well water consumption (m^3)	106,619	168,915	176,459
Total water consumption (m^3)	204,960	253,651	245,129
Potable water consumption per employee (m^3/employee)	56	47	39
Well water consumption per vehicle produced (m^3/vehicle)	16	20	24
Well water consumption as % of total	**52%**	**67%**	**72%**

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 2018-2020 are given below:

	2018	2019	2020
Potable water consumption per employee (m^3/employee)	56	47	39
Well water consumption per vehicle produced (m^3/vehicle)	16	20	24

In 2020, the specific consumption of potable water fell due to the interruption of operations during the Company shutdown in response to the emergency. On the other hand, industrial water consumption increased significantly, demonstrating that the productivity increase in the Paintshop led to greater water demand due

-35%
BY YEAR-END 2025

to the air treatment of the work spaces, which require humidification, and to the water replenishment of the evaporation towers used to cool the department.

Goals

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

	2010 Reference Value	2018	2019	2020
Total water consumption per vehicle produced (m^3/ vehicle)	46.2	31.2	29.3	33.7
% of reduction achieved compared to 2010	-	-32.5%	-36.6%	-27%

Several improvement actions were defined in relation to this goal, as shown in the following table, that will contribute to bring down the consumption of water:

Title	Goal	Actions	Time frames	Status	Notes/ Updates
RECOVERY OF THE WATER DISCHARGED BY THE PURIFICATION PLANT	Reduced consumption of industrial water [up to ~10 m^3/ hour over the summer months]. This is expected to save 20,000 - 30,000 m^3/year of water.	Creation of a system for recovering the industrial waste water discharged by the purification plant connected to the Energy Hub.	Dec-20	GOAL MODIFIED	A technical feasibility analysis has been completed for recycling, in the Energy Hub, part of the Paintshop process condensate (as much as 10 m^3/hour in the summer period alone) currently being sent to the industrial waste water discharge. System completed in December 2020. The link and corresponding monitoring of the recycled water will be operational from January 2021.

Title	Goal	Actions	Time frames	Status	Notes/ Updates
AUTOCLAVE 1 WATER RECOVERY SYSTEM	Installation of a water recovery system at autoclave 1 [-5,400 m^3/ year].	- Equipping Autoclave 1 in the Composite Materials Department with a closed-circuit water recovery system like for Autoclave 2. - Inspection and feasibility study. - Design. - Implementation of the measure.	Dec-17	GOAL SUSPENDED (entered in the prospect registry)	Goal suspended: after altering the area layout, the autoclaves were moved to an area with insufficient space to accommodate a water cooling and recovery tank (action entered in the prospect registry). October 2019: possible opportunities for implementation are currently being assessed in view of the plan to modify the facility's existing layout. December 2020: awaiting the installation of the new chiller in the Composite Materials Department to assess the feasibility of connecting the autoclave.
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-21	IN PROGRESS POSTPONED	Mapping of meters completed. Awaiting closure of call for tenders for the installation of measuring instruments.
LIMITING WATER CONSUMPTION IN THE OOCC DEPARTMENT	Limiting the consumption of the potable water used in the OOCC 1 and 2 for the plants' cooling process [avoided consumption of about 32,000 m^3/year].	Installation of a cooling plant for chilled water production and its ring distribution system to the consumer units needing cooling.	Jun-21	IN PROGRESS	Feasibility study completed with successful outcome. Project approved during execution. Work completion expected in April 2021.
REDUCTION OF WELL WATER CONSUMPTION	Reduced consumption of industrial water [~4,500 - 5,000 m^3/year].	Installation of a refrigerator serving the RTM (CFK) line to cool the thermoregulator heat exchanger water; the thermoregulators currently use disposable softened water for cooling.	Dec-20	COMPLETED	Modification of the cooling system carried out in May 2020.

2.4 Waste production

The main type of waste produced in the facilities of Automobili Lamborghini 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);
- emulsions (machine tools);
- sludge;
- contaminated steel and plastic packaging;
- iron, steel and aluminum waste from demolitions;
- 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^2, and includes a dedicated porter's lodge, a bridge scale, 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 positioning 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 as much waste out to the landfill as possible and promote its recycling. Lamborghini has made a request to give priority to recycling over landfill disposal in the technical specifications of the waste disposal contract.

The transition from a linear economy (production - consumption - waste) to a circular economy is by 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 journey, two new projects were realized in 2020:

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 in teaching students. A long period of team work was required among the Environment office, Legal office, Production and the institutes's 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 Cooperative 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.

56%
OF WASTE SENT FOR RECYCLING IN 2020

Indicators

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

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

The waste production data for the three-year period 2018-2020 are given below:

Performance

	2018	2019	2020	unit of measurement
Non-hazardous waste sent for recycling (excluding metal waste)	945	970	789	t/year
Non-hazardous waste sent for disposal	169	114	552	t/year
Hazardous waste sent for recycling	235	357	180	t/year
Hazardous waste sent for disposal	231	251	395	t/year
Metal waste	245	281	200	t/year
Total waste recovered	1,180	1,327	969	t/year
Total waste disposed of	400	365	947	t/year
Waste not linked to production	0	50	34	t/year
Total annual production of hazardous waste	466	608	575	t/year
Total annual production of waste	**1,825**	**2,023**	**2,151**	**t/year**
Vehicles produced	**6,577**	**8,658**	**7,267**	**no.**
Total annual production of waste per vehicle produced	**277**	**234**	**296**	**total kg/ year*vehicle**
Total waste sent for disposal per vehicle produced	**61**	**42**	**130**	**kg of waste sent for disposal/ year*vehicle**

The total amount of waste produced in 2020 was 2,151 tonnes, a 6% increase over the previous year.

Reduced production volumes caused by the 70-day shutdown during the first phase of the COVID-19 emergency led to a drop in waste from production, especially packaging, metal waste, tires and end-of-life vehicles. On the other hand, the productivity rise in the painting process in the second half of the year led to increased production of:

- waste water solutions from equipment and circuit washing (541 t);

- solvents used for cleaning (165 t);
- leftover paint (8 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 year-end 2025 compared to 2010. The following table shows the trend over the past three years:

-35%

BY YEAR-END 2025

	2010 Reference Value	2018	2019	2020
Production of waste sent for disposal per vehicle produced [m^3/ vehicle]	184.52	60.82	46.71	130
Reduction % achieved	-	-67.0%	-74.7%	-29%

Unlike previous years, when the indicators showed an upward improvement trend, the fall in 2020 was less than in 2019. 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 2021.

Positive trend

FOR THE WHOLE THREE-YEAR PERIOD

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

Title	Goal	Actions	Time frames	Status	Notes/Updates
RECOVERY OF CARBON FIBER SCRAPS	35% reduction in waste sent for disposal (per vehicle produced) by year-end 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 06/30/2021	GOAL UPDATED IN PROGRESS	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. Fibers have been collected separately and sent to the plant for recycling by pyrolysis since November 2019. Deliveries to the supplier began in September 2020. Quantity of waste sent for recycling (R5) in 2020: 18.17 tonnes.
REUSE OF CARBON FIBER BY-PRODUCTS	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 provided in the form of "by-products" to an engineering training institute doing carbon lamination work.	Dec-20 Project running until 9/2021, and may be further extended	IN PROGRESS	Technical feasibility of the engineering institute reusing the fibers assessed with positive outcome. Accompanying documents prepared (contract and technical report). Deliveries to the supplier began in November 2020. Quantity of scraps handed over in 2020: ~55 kg.
RECOVERY OF LEATHER SCRAPS	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	Possible projects for the use of the leather scraps from the Upholstery Department are now under study in collaboration with social cooperatives. Collaboration launched with a local cooperative involving the reuse of some of the leather offcuts to make small leather Lamborghini-brand objects. Quantity of scraps handed over in 2020: 1.27 t.

Title	Goal	Actions	Time frames	Status	Notes/Updates
REDUCTION IN RAG AND ABSORBENT MATERIAL DISPOSAL	Reduction in amount of waste per vehicle produced.	Study regarding the replacement of disposable rags and absorbent material with washable ones.	Dec-21	GOAL SUSPENDED	Study regarding the replacement of disposable rags and absorbent material with washable ones. Use in identified areas now being tested. Target temporarily suspended due to difficulties in organizing the incoming/outgoing materials logistics flow.
REDUCTION OF LIQUID WASTE GENERATED BY THE PAINTSHOP	Reduction in waste products sent for disposal [1,000 t/ year)].	Feasibility study for treating the wash water generated by the Paintshop. Realization of a treatment plant.	Dec-22	NEW GOAL	

2.5 Use of substances containing Volatile Organic Compounds (VOC)

12 RESPONSIBLE CONSUMPTION AND PRODUCTION

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 activities.

Heavy use of solvents leads to high Volatile Organic Compound (VOC) emissions levels. Based on Article 268(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 293.15 K (20 °C). VOCs can cause an array of negative effects to the health of living beings. For this reason, Automobili Lamborghini 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 covering with a solvent consumption greater than 5 t/year (CFK Center and Upholstery Department);
- covering 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 covering 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 applicable range of Article 275, the Company presented a mass balance in March 2020 regarding its surface cleaning activities throughout 2019. The value determined for fugitive emissions (0.85 t/year of VOCs), compared with the relative figure for solvent inputs (5.54 t/year), demonstrates compliance with the relevant maximum limit, which cannot exceed 20% of the input.

As far as vehicle finishing and adhesive and surface covering activities are concerned, the value of tonnes of VOCs obtained means the Company is not required to present a mass balance for solvents. With regard to the submission of the solvent management plan for vehicle covering activities (Activity 6.2: vehicle coating > 15 t/year), an accurate consumption assessment will be possible only after the equipment becomes operational, expected during 2021.

95%
OF THE COLORS USED IN THE PAINTSHOP ARE WATER-BASED

For 2020, too, the Company will submit a mass balance for its surface cleaning activities, having reached 6.59 tonnes of consumed solvent-based material.

During the year, a low-VOC degreaser was introduced by the CFK to replace one with high levels of volatile organic solvents. This led to a total reduction in VOC emissions of 137.5 kg/year.

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 year-end 2025 compared to 2010. The following table shows the trend of the indicator over the past three years:

INTRODUCTION OF NEW ALTERNATIVE
water-based
PRODUCTS IN THE CARBON FIBER BODY SHELL PRODUCTION PROCESS

	2010 Reference Value	2018	2019*	2020*
Volatile Organic Compounds emitted in the atmosphere per vehicle produced [t/year]*	3.53	3.1	3.00	4.43
Volatile Organic Compounds emitted into the atmosphere [kg/vehicle]	2.9	0.47	0.35	0.61
Reduction % achieved	-	-83.62%	-87.96%	-78.80%

*excluding Paintshop.

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

-35%
BY YEAR-END 2025

Title	Goal	Actions	Time frames	Status	Notes/ Updates
SOLVENT REDUCTION	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	NEW GOAL COMPLETED	"Innovation Workshop" held in June 2019.
SOLVENT REDUCTION	Group target by year-end 2025: **35%** reduction in specific VOC emissions compared to 2010 [kgVOC/vehicle].	Reduction in the use of solvent-based products in the production departments (CFK, Paintshop, Finishing).	Annual goal up to December 31, 2025	UPDATED IN PROGRESS	CFK: in September 2019 the use of a new water-based degreaser was validated for cleaning the inside of the tank. This product contributes to decreasing consumption of high VOC content solvents. In 2020, the use of water-based materials was further increased. In 2021, approval is expected of the Chemlease 2754W water-based release agent to replace Chemlease 2191W (008970324) and PMR 90 EZ (008970250). A study is ongoing of the complete substitution of the UNI708 solvent with a H_2O-based product for the new Aventador model (2023).
SOLVENT REDUCTION	Group target by year-end 2025: **35%** reduction in specific VOC emissions compared to 2010 [kgVOC/vehicle].	Creation of a list of low-solvent products deemed safe and environmentally suitable in order to promote their use in the different company areas.	Dec-21	GOAL MODIFIED	Implementation of Company software to assess incoming chemical substances, 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 implementation in progress (April 2021).

2.6 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 parts made of carbon fiber 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 2020 are provided below:

	Annual mass flow			
	VOC	NO_x	OC	TPM
t/year	4.43	8.92	122.06	2.54

	Annual mass flow	
	Alkaline substances	Oil fog
t/year	0.00	0.03

3 NON-SIGNIFICANT ENVIRONMENTAL ASPECTS

3.1 Training, information and communication

Automobili Lamborghini also strives to set a benchmark in the environmental field 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.

#LAMBORGHINISNEWTRAIL: CREATION OF THE COMPANY SUSTAINABILITY TASK FORCE

The last few years have revealed starkly but clearly that climate change impacts our daily lives, not only as people but also as companies, as organizations and as societies in the broadest sense. The COVID-19 emergency has focused attention on the close connection between human health and the health of the planet, heightening the understanding of the importance of implementing a sustainability strategy to prevent risks linked to climate change. Indeed, after this experience, the message we will carry with us is that we are all interconnected and sharing the same planet. We have a responsibility to act in such a way that the Earth is a pleasant and life-sustaining home for all humanity that lives on it, above all for its wellbeing. Therefore, we must, and we want, to act as individuals and as a company, in the belief that our choices and actions will make a difference.

In 2020, for this very reason, we set up the Sustainability Task Force, an interdepartmental Company unit created to streamline the coordination of communications campaigns, and more besides. All Company departments are part of the Task Force. The agenda changes at each meeting depending on the ongoing projects, the updates to be shared and the ideas to be implemented. The Sustainability Task Force aims to act as the main control and coordination center, yet the success of each successive step and consequent implementation with a view to environmental sustainability depends on inter-functional teamwork, with every person and department playing an important and responsible role. Today more than ever, it is important to communicate Company activities to an ever wider public, and with a united voice. An editorial plan has been drawn up with the aim of communicating sustainability content via the Company's main channels.

CREATION OF THE
Sustainability Task Force

The launch of the first content was in May, when we reported on the annual Environmental Statement itself; the second launch was on International Day for Biological Diversity, when we discussed the fundamental link between biodiversity and the role of bees, which also play a key role at Lamborghini Park. Environmental sustainability projects are also reported to the outside world via the media, increasingly interested in such themes. For example, journalist Cristina Gabetti came to visit us at the beginning of March here in Sant'Agata for the program Occhio al Futuro (Eye on the Future), entirely devoted to environmental issues. As well as visiting Lamborghini Park and the manufacturing plant, she interviewed our Chief Manufacturing Officer Ranieri Niccoli, who talked about all the projects aimed at reducing Automobili Lamborghini's environmental impact. There is still much to do, but, as everyone knows, Lamborghini never shies away from new challenges or new roads to travel.

AUTOMOBILI LAMBORGHINI SUPPORTS THE UNITED NATIONS' SUSTAINABLE DEVELOPMENT GOALS

SUPPORT FOR THE UN
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, continuing its commitment to support 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 sustainable future. Lamborghini 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.

ANALYSIS

4US

PEOPLE CARE PROGRAM FOR EMPLOYEES

INTERNAL COMMUNICATIONS CAMPAIGNS

In 2013, Automobili Lamborghini launched Lamborghini 4US, a structured People Care program aimed at improving employees' quality of life. The program has four sections, focused on people, wellbeing, training and the environment respectively, and covers all existing and future Company initiatives with a view to continuous improvement. The Environment section is aimed at raising awareness among Company personnel through dedicated communications campaigns and environmental activities, such as saving energy, separate waste collection and respect for the environment. Since 2014, besides regular communications campaigns, the Company has published "Focus", a periodic in-house magazine with sections on sustainability aspects to inform 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.

Events

DEDICATED TO ENVIRONMENTAL SUSTAINABILITY, FOR EMPLOYEES, THEIR FAMILIES AND THE ENTIRE LOCAL COMMUNITY

With the aim of always increasing employee engagement, including outside of work, we have continued to use Lamborghini Park in recent years to encourage the development of environmental culture and education for new generations. In particular, these have included events organized for employees and their families, and also open to residents of Sant'Agata Bolognese, involving thematic events structured around environmental topics. These include workshops about bees and their important role, about recycling, and finally a workshop, in conjunction with the GEV (Voluntary Eco Guard), to encourage people to learn about the oaks and wildlife in Lamborghini Park.

There are also numerous internal communications campaigns on environmental topics, such as 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.

NEW TRAINING PLATFORM

In 2020, a new Company training platform was launched aimed at supporting personal growth. Various channels are available on the platform, with freely available contributions from an in-house community of experts. From 2021, a sustainability channel will be launched, as well as basic environmental training that all employees at all Company levels will be expected to take.

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

Title	Goal/ Result	Actions	Time frames	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.	PERIODIC RENEWAL	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	PERIODIC RENEWAL
ENVIRONMENT/ SAFETY/ENERGY EDUCATION	Awareness of correct management of environmental aspects in the company and improvement goals.	Development of e-learning platform with training on environmental topics. Delivery of training.	UPDATED Dec-21	POSTPONED
COMPANY CARPOOLING SERVICE	Company Carpooling service App.	Implementation of a company carpooling service which allows employees to share their commutes in a convenient and flexible manner. The service will also allow CO_2 reductions to be measured. Encourage its use with fuel coupons.	PERIODIC RENEWAL	IN PROGRESS

Title	Goal/ Result	Actions	Time frames	Status
SUSTAINABILITY-THEMED EDUCATIONAL PROGRAMS	Educating the new generations and reporting 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 (Periodic renewal) Project currently suspended due to COVID-19.
"ENVIRONMENT" SECTION ON LIFE INTRANET PORTAL	Creation of a section entirely dedicated to the environment in the Life intranet portal.	Preparation of content and documents. Creation of the web page.	COMPLETED Jan-21	IN PROGRESS
ENVIRONMENTAL EDUCATION FOR TOP MANAGEMENT	Participation in "The Climate Reality Project".	Participation in the "The Climate Reality Project" education 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.	UPDATED Dec-21	IN PROGRESS
ELECTRIC VEHICLE CHARGING STATIONS	Provision of free electric vehicle charging infrastructure for employees in order to encourage electric vehicle use. Reduction of traffic-related CO_2 emissions and noise.	Installation of new electric vehicle charging infrastructure in the employee parking lots.	Dec-22	IN PROGRESS
"PLASTIC FREE" PROJECT	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 bottle for employees to replace disposable plastic bottles.	Jan-20	COMPLETED (Periodic renewal) Currently suspended due to COVID-19.

Title	Goal/ Result	Actions	Time frames	Status
SUPPORT FOR THE UNITED NATIONS' SUSTAINABLE DEVELOPMENT GOALS	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	NEW GOAL COMPLETED (Periodic renewal)
SUSTAINABILITY TASK FORCE	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.	Dec-20	NEW GOAL IN PROGRESS

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_2, 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 called for the planting of young oak trees (*Quercus robur*) in an area covering about 17 acres according to a planting pattern replicated in various European countries (Germany, Poland, Belgium, Hungary). Its goal is to better understand the relationships between tree density, forestry productivity and the ability to absorb CO_2 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 8 seasons, the initial results are available, and are already of some, albeit preliminary, interest. Considering the Nelder ring plants on their own, about 6.3 tonnes of carbon had been accumulated by the end of the 2019 growing season, with additional carbon accumulated in the soil that will be further analyzed, and which initial estimates suggest is about 25 tonnes.

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 evolve freely. In addition, specific ecological niches have been reconstructed, such as the woodshed, the stone

field, 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 renovated in 2019 with new equipment for wellbeing and leisure activities. A 950-meter long trail was built in the park and 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_2 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, Lamborghini entered into a 15-year land lease agreement in December 2010, renewable 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.

Biodiversity Area
FOR EDUCATIONAL ACTIVITIES

Fitness trail

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.

12 beehives
FOR ENVIRONMENTAL BIO-MONITORING

The Automobili Lamborghini environmental bio-monitoring station comprises 3 of the 12 bee hives that are used for the production of certified Lamborghini-brand honey that is distributed every year to the company's employees. The 3-kilometer average foraging radius around the apiary also covers the 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 with bees. The components used were pollen, collected for food, and mud, used to build the nests.

ANALYSIS OF THE ENVIRONMENTAL POLLUTION WITHIN A RADIUS OF
3 km

The analyses conducted in 2020 highlighted the presence in the environment of pollutants of particular concern, such as various compounds belonging to the dioxins and furans group, found in all 3 wax samples envisaged for these compounds in April, June and September. In July, a sample of honey exceeded the detection threshold for certain polycyclic aromatic hydrocarbons. No sample exceeded the detection 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, Alfalfa 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.

CONTRIBUTION TO RESEARCH ON CLIMATE CHANGE AND THE SURVIVAL OF

bees

Bio-monitoring results not only showed that the pollutants, not originating from Lamborghini, were below any threshold for harm in terms of health or 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 any pollutant 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.

In 2020, the existing beehive was joined by a newly developed high-tech beehive as part of the We4Bee bee protection program promoted by the Audi Foundation. The new beehive will correlate bee activity to environmental parameters, giving an important contribution for assessing the impact of climate change on bee activity and survival. Launch is expected during 2021.

3.3 Other environmental aspects linked to vehicle life cycle

PROCUREMENT OF MATERIALS

Reusable packaging for procurement of vehicle components

As part of a drive for increased environmental sustainability, the Logistics Engineering project aims to extend to virtually all suppliers the use of standard VW Group containers or "special" Lamborghini containers for the procurement of vehicle components and materials. These special containers, also known as multi-use containers, are completely reusable, unlike mono-use cardboard containers.

In the event that "special containers" are developed, all aspects relating to the quality/integrity of components, stacking, transportability, respecting stocking factors during transport and warehousing, and safety during use are analyzed. 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 2019, a project was approved that envisages the transport of Urus body shells via intermodal rail rather than road, resulting in reduced traffic and CO_2 emissions (-1,903 t/year). The project will launch in January 2021.

Over the next few years, additional potential projects will be assessed in synergy with the Audi-VW Group, such as: increased 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_2 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_2 emissions monitoring will be developed and new projects defined aimed at reducing GHG emissions.

SUPPLIER SUSTAINABILITY

In November 2019, Lamborghini introduced a global sustainability rating, or "S-rating", for its suppliers, with the aim of assessing the sustainability conduct of its business partners in the supply chain in terms of the risks related to human rights, environmental protection and corruption. The rating baseline includes two flows: first, the environmental and social flow, and second, legal compliance.

Under the Sustainability Rating scheme, suppliers are required to submit a self-assessment of their sustainability conduct based on the questionnaire and documents provided. The data and documents are audited by qualified third-party bodies; if doubts arise, 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.

Sustainability rating
FOR THE SELECTION OF SUPPLIERS

4 REGULATORY COMPLIANCE

To make sure its activities meet the current regulatory framework, Automobili Lamborghini inquires into potentially applicable environmental legislation and assesses any obligations thereof and ways to comply. Compliance with legislative obligations is assessed in-house according to the intervals and methods laid down in the Environmental Management System.

ATMOSPHERIC EMISSIONS

At the end of 2019, owing to changes to some already authorized emissions, to the introduction of new emissions and to the need to alter the Paintshop layout, a request was submitted for an alteration to the Single Environmental Authorization DET-AMB-2019-3186 of 03/07/2019. The new authorization was issued by executive resolution DET-AMB-2020-5382 of 11/10/2020, which annuls the previous aforementioned authorization and redefines certain requirements regarding the Paintshop; the latter's emissions must be implemented by October 31, 2021. The new authorization redefined instrumentation characteristics, the management approach and the data collection and processing system of the continuous monitoring system (CMS). The latter was installed on the painting emissions reduction system, consisting of an afterburner, to measure capacity, temperature and volatile organic compounds released. The CMS has been installed and is being tuned. 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.

USE OF PUBLIC UNDERGROUND WATER

USE OF
underground water
FOR INDUSTRIAL PROCESS

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

THE concession in force was amended with a non-substantial amendment issued with DET-AMB-2019-3875 of 8/20/2019. The fee is due and paid annually as per Emilia Romagna regional law no. 2 of April 30, 2015. Underground water is withdrawn via four wells, on which devices have been installed to measure the volume of water withdrawal. Having exceeded the maximum annual limits stipulated by the concession, Automobili Lamborghini opened a discussion with the competent bodies to identify potential consumption reduction measures and, at the same time, to asses whether submitting a request to substantially raise said limits would be environmentally compatible. As indicated by decision (UE) 2019/62 regarding environmental management best practices for the automotive construction sector, the Company is working to improve its performance regarding water consumption. Water saving solutions already in place include processes featuring highly efficient water use as well as the recovery of water used. In 2020, further water recovery and reuse projects were realized, expected to significantly reduce consumption during 2021.

WASTE MANAGEMENT

Separated waste collection

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 in 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 is sent online to the competent Chamber of Commerce via the Modello Unico di Dichiarazione (single statement form).

FLUORINATED GREENHOUSE GASES

Regular checks

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. The types of waste water produced at the factory are:

- domestic-type waste water from bathrooms, which flows into the public sewer;
- industrial waste water generated by the production process and by utility systems serving the production process, which flow into the public sewer at the single discharge point SFR_IND_N01, subject to processing in the treatment plant;
- rainwater runoff from parking lots and outside areas coming from the stormwater tank, converted to surface water.

All above mentioned discharges are permitted as per the Single Environmental Authorization, issued by executive resolution DET-AMB-2020-5382 of 11/10/2020. All requirements specified in the authorization 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. The OOCC branch site currently only comprises bathrooms, and so regular analyses of its discharges are not required. In 2020, following planned modifications, a request for a Single Environmental Authorization was submitted for the discharges from the OOCC.

NOISE

Noise measurements

(LIMITS ESTABLISHED BY THE ITALIAN PRIME MINISTER'S DECREE DATED 3/1/1991)

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. As specified by the Single Environmental Authorization DET-AMB-2020-5382 of 11/10/2020, in 2021, once the Paintshop is operational, an acoustic impact assessment will be conducted to check compliance with set limits and, if exceeded, mitigation measures will be organized. This assessment, initially scheduled for 2020, was not conducted as the setting up of the Paintshop was postponed.

ENERGY

Heating systems

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

- system handbooks;
- scheduled and special maintenance;
- declaration 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

(OBLIGATION TO APPOINT AN ENERGY MANAGER - 10,000 TOE)

Rational use of energy

The energy consumed by Automobili Lamborghini in 2019 and 2020 was in excess of 10,000 tonnes of oil equivalent. As a result, the Company will, by April 30, 2021, notify the Ministry of Industry, Commerce and Crafts of the name of its Energy Manager (in charge of the conservation and rational use of energy), as laid down by Article 19 of Italian Law 10/91, as amended. The ministry also received such notification in 2020.

Each year, Automobili Lamborghini has notified 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 achieved 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 their issuance 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. to the online platform of GME – Italy's power 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.

Trigeneration plants and purchases from the grid: fiscal compliance

Automobili Lamborghini notifies the Customs Agency of its consumption in relation to the electric energy production plants with the purpose of complying with 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 notified, Automobili Lamborghini has its production meters calibrated by certified bodies on a regular basis.

FIRE SAFETY MANAGEMENT

Fire prevention

Automobili Lamborghini S.p.A. is holder of the following Fire Prevention documents:

- CPI (Fire Prevention Certificate) document no. 4151, for which a renewal application was made on 11/15/2018 (ref. no. 28583), valid upon renewal until 11/05/2023 (Via Modena 12) for the "Vehicle construction plant" identified at no. 52.2.C of Appendix I to Italian Presidential Decree 151/2011, and another 66 activities included in the same appendix. During 2020, an update to the corporate CPI was requested following numerous modifications, and is still awaiting issue by the fire department;
- CPI document no. 74521 valid upon renewal until 4/28/2022 (OOCC) for the plant producing experimental composites, known as "OOCC" identified in no. 1.1.C of Appendix I to Italian Presidential Decree 151/2011;
- CPI document no. 72715 valid upon renewal until 2/26/2023 (CFK) for the plant producing body shells in composite material, known as "CFK", identified in no. 44.3.C and 74.3.C of Appendix I to Italian Presidential Decree 151/2011. This CPI is jointly held with the company SCHNELLECKE ITALIA S.r.l., which is headquartered at the same plant.

The Emergency and Evacuation Plan is updated annually and the evacuation plans are posted in all buildings indicating exit routes and fire-fighting facilities. The Emergency Plan includes:

- the emergency management structure;
- procedures for the activation of the alarm and the emission of the evacuation signal in case of fire or earthquake;
- the names of fire-prevention staff;
- the plan of the assembly points.

The Company site is divided into 19 emergency zones; this zoning facilitates emergency management in case of fire in successive stages or for single zones. 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).

The following fire detection systems are installed: fire extinguishers, hydrants, automatic fire suppression systems. 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 the maintenance and periodic checks of all the equipment as per the relevant legislation.

In 2019, this was extended to the night-time period between 10:00 PM and 6:00 AM in order to achieve 24-hour service. With the introduction of the painting phase into the production cycle, there was, in fact, a further increase in the fire load due to the storage and use of flammable substances.

New station
FOR THE PLANT'S FIRE CREW

The new station for the plant's firefighters has been operational since 2019, including an emergency control room equipped with monitors for supervising

fire and security alarms, and a meeting room for the crisis team which will be used to coordinate the emergency plan.

GIVEN THE ABOVE, IT CAN BE STATED THAT

Automobili Lamborghini is in compliance with the requirements

OF THE ENVIRONMENTAL AND ENERGY REGULATIONS IT HAS DECIDED TO APPLY

5 VALIDATION OF THE ENVIRONMENTAL STATEMENT

VALIDATION OF THE ENVIRONMENTAL STATEMENT

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

DNV - GL Business Assurance Italia 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: 4/2/2021

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 drafted every three years; data regarding the main environmental aspects and results achieved are updated every year. The next edition is expected in March 2022.

automobili Lamborghini