2017

EMAS
GESTIONE AMBIENTALE VERIFICATA
IT-001144

AUTOMOBILI LAMBORGHINI S.p.A
ENVIRONMENTAL STATEMENT

Validation of the Environmental Statement

The following accredited environmental auditor has checked the validity of this Environmental Statement and its compliance with EC Regulation no. 1221/2009:
DNV GL Business Assurance Italia S.r.l. Via Energy Park 14, 20871 Vimercate (MB), ITALY
Accreditation No.: IT-V-0003 Date of accreditation: 19/04/1999
Date of validation: 12/04/2018
Every year, Automobili Lamborghini S.p.A. produces and publishes updated quantitative data on the key environmental aspects concerning the Company and on the degree to which its environmental goals have been reached.
The next data update will be in MARCH 2019. The Company's EMAS registration number is IT-001144.

Name of company:	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 regulation for the environmental management system is:
the design, development and production of luxury sports cars, with the manufacture of carbon-fiber parts and monocoques, assembly, finishing and after-sales support all carried out in Sant'Agata Bolognese.

Total workforce as of 31/12/2017:	1,600
Total floor area of production sites:	316,000 m^2 (built-on surface area 150,000 m^2)
Chairman & CEO:	Stefano Domenicali
Environmental Manager:	Massimo Scarpenti
Email:	massimo.scarpenti@lamborghini.com
Tel.:	+39 051 9597774

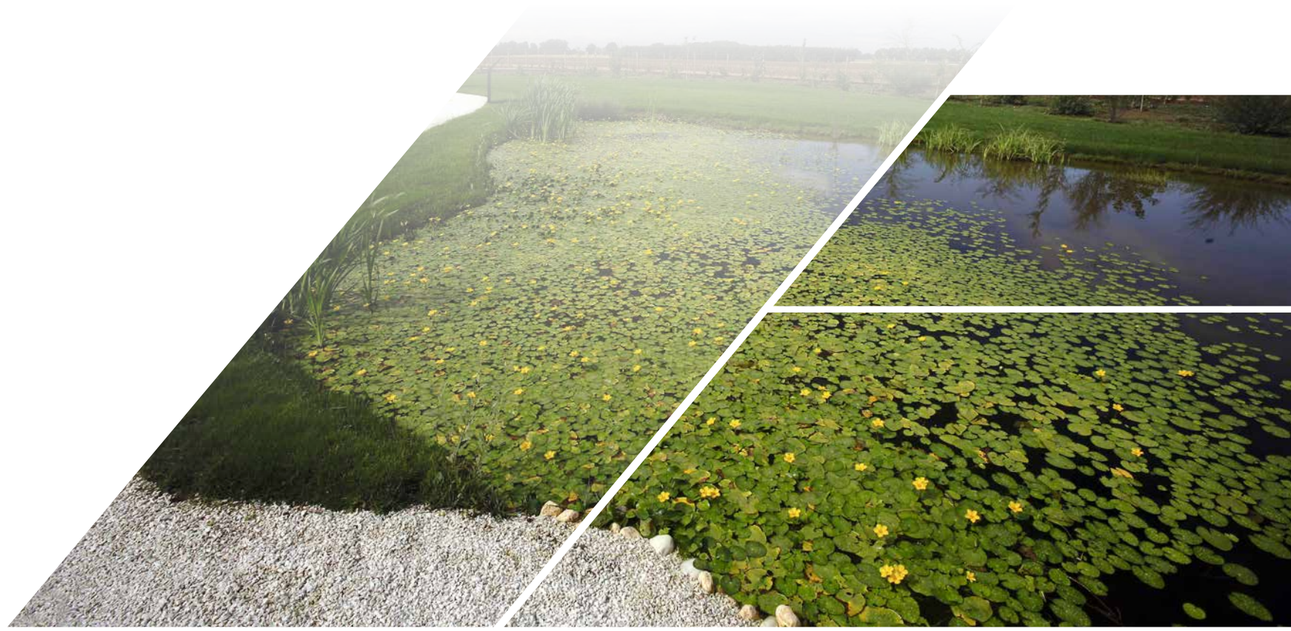
Environmental information requests can be sent to the site Environmental Manager, Massimo Scarpenti, at the above addresses.

AUTOMOBILI LAMBORGHINI 2017 **ENVIRONMENTAL STATEMENT**

pursuant to EC regulation no. 1221/2009

2017

Sant'Agata Bolognese (BO) Italy | Information current as at 31/12/2017



A NEW VISION OF RESPONSIBILITY

OUR COMMITMENT TO GROWTH

BY BEING GREEN, WE ACHIEVE GREATNESS

OUR NUMBERS

THE VALUE OF OUR COMMITMENT

This **Environmental Statement** provides data and information on the Automobili Lamborghini plant environmental management system, as per 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 provides an overview of the Company's environmental projects, including renewable energy use, CO_2 emissions reduction and biodiversity protection, and, for this reason, Automobili Lamborghini has used paper sourced from 100% FSC-certified forests.

A NEW VISION OF RESPONSIBILITY

CREATING VALUE THROUGH RESPONSIBLE ACTION

01

"WHILE THE COMPANY GROWS, OUR COMMITMENT TO THE ENVIRONMENT DOESN'T CHANGE."

Innovation and continuous improvement are not just key goals in the automotive field, but also when it comes to respecting the world around us.

Our Corporate Social Responsibility Strategy has seen us actively involved in environmental sustainability through product and process innovation, making us pioneers in this field as well, with the development of cutting-edge technologies and virtuous energy management processes.

We faced many great challenges in 2017: we doubled our plant's floor area, we built a state-of-the-art factory and we developed the skills needed to begin production of the Super SUV. All these projects were realized in accordance with the highest environmental standards. Indeed, all the new buildings were designed to the highest energy efficiency specifications, and the new office building achieved LEED certification with the maximum points. LEED - Leadership in Energy and Environmental Design - is an international protocol that assesses and awards projects designed and realized in line with the latest sustainability standards for construction.

Furthermore, the increase in the site's area had an impact on the surrounding area. In conjunction with the municipality of Sant'Agata Bolognese, we made some infrastructural changes to limit the impact of this urban planning change in line with the policies of corporate social responsibility that our Company always pursues. For example, the traffic flow improvements in Via Modena, comprising overtaking lanes and two new roundabouts, the widening of Via Montirone and the building of a new visitor carpark.

In terms of products, our continuous innovation in vehicle technology, including the use of carbon-fiber composite materials, reduced vehicle weight and thus cut their emissions, without sacrificing the legendary performance of our vehicles.

Yet for us, all this is still not enough. Our wish to invest in the environment and the community extended outside the Company: in 2011, we opened Lamborghini Park - open to all residents of Sant'Agata Bolognese - where a biodiversity study is being conducted together with major universities, and where, in 2016, a program was launched on the bio-monitoring with bees, which are able to detect the level of pollution around our plant within a radius of several miles.

This commitment allowed us to obtain, back in 2015, the prestigious DNV GL (Det Norske Veritas Germanischer Lloyd) Carbon Neutral certification for our plant, demonstrating how doing business is compatible with respect for the environment. We were amongst the first in the world to achieve this, and we must continue on this path with the goal of leading the way for other companies.

In 2017, our Company excelled once again not only in technology but also in communicating our environmental commitment: in May 2017, we were awarded for the Environmental Statement with the most effective communication at the EMAS Italy Award 2017 ceremony, held by the Italian Institute for Environmental Protection and Research (ISPRA). We are proud of this recognition of our commitment to sustainable industrial development that considers the community and the local environment.

The Environmental Statement is a declaration of our long-term approach designed to avoid waste, limit consumption and prevent pollution. Through our Environmental Statement, we wish to underscore the importance for us of pursuing industrial development that considers the community and the wider environment: safeguarding them is the focus of all our actions, and through our work we seek to raise awareness across the entire community.

Protecting the world we live in is a key element of our corporate conduct. That is why all members of the Lamborghini family can think of the Company with great satisfaction and take pride in being part of it.

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

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

The Huracán range with a V10 engine debuted in 2014 with the Coupé model, followed by the Spyder and the rear drive model in 2015. The 2017 Geneva Motor Show saw the launch of the Performante model, a super sports car with a combination of new ultra-lightweight materials, an active aerodynamic system featuring aero vectoring, a dedicated chassis set-up, an all-wheel-drive system and further enhancements to the powertrain.

The Aventador S, unveiled in late 2016, is the evolution of the V12 model launched in 2011. It has a new aerodynamic design, rebuilt suspension, increased power and a completely redeveloped driving dynamics. The S denotes enhanced versions of pre-existing Lamborghini models. Since 2017, it is also available in the Roadster version.

The Urus was also launched in 2017, the first Super SUV, and it has created a new segment for luxury cars and a reference point in terms of power, performance, driving dynamics, design, luxury and everyday usability.

With 145 dealerships throughout the world, Automobili Lamborghini has created in its half century 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. Not forgetting the one-offs, unique models ahead of their time, such as the Asterion and the Terzo Millennio.

THE 2025 STRATEGY

/02

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 on December 4, 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 very reason, in 2017, Automobili Lamborghini developed a new corporate strategy for 2025 to respond to two main requirements: to define what it 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, digitalization and urbanization.

The new 2025 strategy is based above all on a question: why does Lamborghini exist? The answer - the vision - is self-evident: to be the icon of luxury super sports cars.
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 everyday.
Sustainability, for Automobili Lamborghini, really is a 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 well focused, can give impetus to virtuous processes in today's business model. Indeed, economic growth is not in itself sufficient; development is only genuine and of value if it improves quality-of-life long term, thus safeguarding the foundations of society.

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

These guidelines are not intended as a list of rules, but rather as a commitment that all at Lamborghini undertake, with the aim of bringing the community together by leveraging the Company culture and the business style that sets the Company apart.

Lamborghini is, indeed, strongly convinced, both as a company and a group of People, that the key to success for a company lies in the integrity with which it acts, respecting the law and committed to pursuing its ethical principles.

OUR ENVIRONMENTAL AND ENERGY POLICY

/03

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 the concept of environmental protection and the ongoing improvement of environmental conditions and energy efficiency.

Automobili Lamborghini is committed to becoming a CO_2-neutral plant and to maintaining that status even in the event of future site expansion. With regards to this commitment, the Company has defined a CO_2 emissions program, prioritizing where possible internal reduction measures and progressively decreasing the proportion offset.

In carrying out its operations, Automobili Lamborghini endeavors to optimize the consumption of natural resources and of energy and to protect human health.

This commitment is realized by: the development, application and monitoring of an environmental management system and energy management system as per ISO 14001 and ISO 50001 international standards; the maintenance of EMAS registration in order to communicate our environment results transparently; and the adoption of an ISO 14064-compliant monitoring system for the whole organization's greenhouse gas emissions.

Automobili Lamborghini is committed to:

- guaranteeing the specific skills, technologies and financial resources necessary for the environmental management system and the energy management system to function;
- ensuring full compliance with applicable legislation on environmental protection and on its energy consumption;
- using advanced, low-environmental impact technologies, and to the continuous improvement of existing processes. The Company is also studying the impact of its new investments and operations on the environment and on energy consumption in order to find the most appropriate solution;
- reducing and preventing polluting emissions by continually monitoring the environmental aspects associated with its operations;
- Automobili Lamborghini S.p.A. is committed to continuously improving, during the design phase, the energy efficiency of its products and processes.

The Board of Directors is responsible for the proper 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, the Company takes into consideration not only the relative environmental and energy aspects, but also the supplier's conduct and practices regarding their environmental impact and energy consumption.
All employees are specifically updated and trained on their area of competence in order to develop a sense of responsibility toward both the environment and energy consumption. All employees must be familiar with the Company's environmental and energy policy and are expected to help reach its improvement goals.

THE PRINCIPAL ENVIRONMENTAL MEASURES TAKEN BY AUTOMOBILI LAMBORGHINI S.P.A.

- Reducing the quantity of waste, where possible, and increasing sorting of waste to promote recycling instead of disposal.
- Monitoring and, whenever possible, minimizing air emissions.
- Reducing and managing waste water/reducing pollutants in waste water.
- Reducing and managing water resources.
- Reducing energy consumption / increasing energy efficiency.
- Reducing CO_2 emissions.
- Cataloging, monitoring and reducing sources of greenhouse gases (GHG) arising from the manufacture of monocoques and carbon fiber parts.
- Limiting the emission of noise outside the production facility.
- Providing training on environmental topics in order to engage workers and increase their sense of responsibility.
- Strengthening preventive measures required to avoid incidents with a potential environmental impact.
- Strengthening preventive measures required to avoid excessive and unchecked energy consumption.

ENVIRONMENTAL AND ENERGY MANAGEMENT

/04

Automobili Lamborghini has always operated with complete respect for the safety of its employees and for the environment, while still maintaining the high standards of quality that have gained the increasing loyalty of its customers over the years. Our goal is to go beyond legal requirements and to adopt strategies and methods of operation that not only prevent potential incidents of pollution, but also initiate a process of ongoing improvement in environmental protection.

After developing its environmental policy, Lamborghini set precise rules for managing its environmental aspects, as laid out by EMAS regulations and the ISO 14001 international standard: together, these rules form the environmental management system, aimed at the continuous improvement of environmental performance. The decision to obtain EMAS registration, and therefore to publish all our data and targets, arose from the goal of complete transparency towards our employees and society.

In terms of energy, this tool has been further reinforced by the energy management system, certified in October 2011 in conformity with the requirements of the ISO 50001 international standard. Automobili Lamborghini was the first Italian automotive company to obtain EMAS registration (2009) and ISO 50001 certification (2011).

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, we signed an important agreement with the Italian Ministry for the Environment to define a carbon footprint calculation method concerning our manufacture of monocoques and carbon-fiber components at the CFK Center and calculation of the corresponding CO_2 emissions. This collaboration led Automobili Lamborghini to obtain ISO 14064 certification for its Composites Site in August 2013, making it the first company in the world certified by DNV GL, extended in 2015 to the entire Sant'Agata Bolognese plant.

In July 2015, Automobili Lamborghini became the first company in the world to join DNV GL's Carbon Neutrality program. 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.

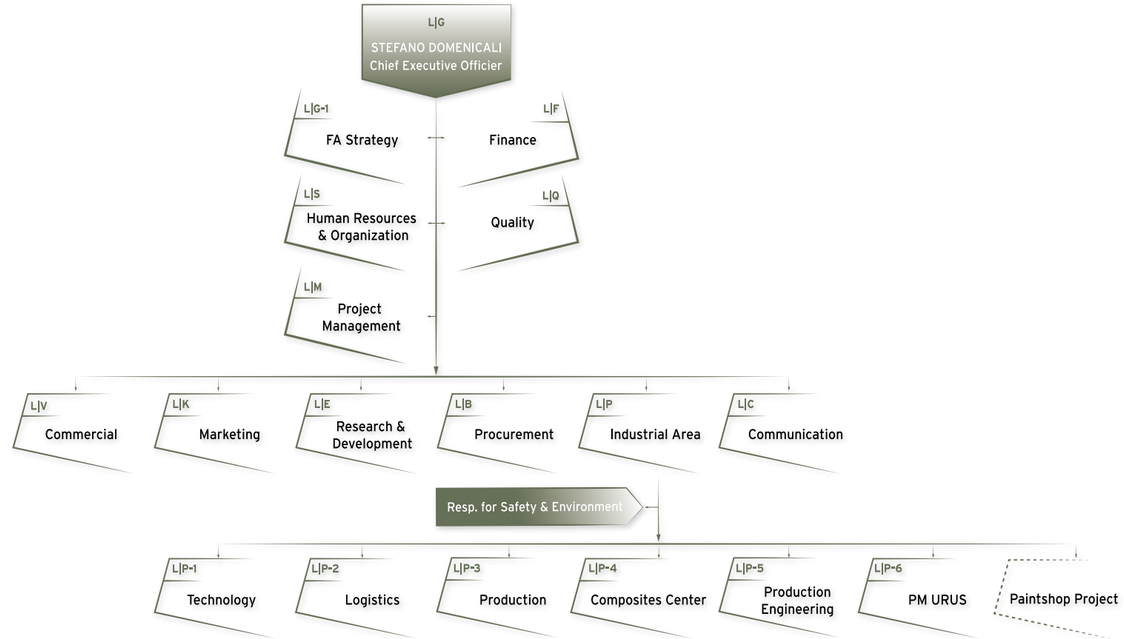
During 2017, Lamborghini began the transition to align its management system with the requirements of the new ISO 14001:2015 standard and, consequently, with EU regulation 2017/1505. The upgrading of the management system focused on the main developments introduced by the standard, such as:

- analysis of the organization's operational context;
- definition of the internal and external factors that influence the results of the management system;
- identification of the stakeholders and their expectations of the quality management system;
- analysis of risks and opportunities and implementation of the actions necessary for risk management within the flow of operational processes;

DNV GL will conduct an audit of the transition to the new standard in March 2018.

/4.1 THE ORGANIZATIONAL STRUCTURE

In 1998, Automobili Lamborghini was acquired by Audi. Collaboration with our Parent Company extends into areas that range from specialized technical matters (synergy and cooperation on technical development) to management strategy.
To be successful, environmental and energy management must involve the engagement of and a commitment from 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 company activities, including those regarding the quality and environmental management system as integral parts of the Company's overall management system, is illustrated in the following organizational diagram.



"TO PRODUCE A SUPER SPORTS CAR PAR EXCELLENCE BY MEANS OF AN ETHICAL, PROFITABLE AND SUSTAINABLE BUSINESS MODEL."

RANIERI NICCOLI
CHIEF MANUFACTURING OFFICER

CHAIRMAN & CHIEF EXECUTIVE OFFICER

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

MANAGEMENT REPRESENTATIVE

The Management Representative is responsible for and is authorized with 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. The Management Representative ensures the availability of the human and financial resources required by the system and for pursuing the environmental and energy management policy and is responsible for approving the environmental and energy improvement goals. At Automobili Lamborghini, the position of Management Representative for environmental and energy matters is assigned to the Industrial Manager.

ENVIRONMENTAL AND ENERGY MANAGER

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/she reports directly to the Management Representative on environmental and energy matters and is the head of the Safety, Energy and Environment organizational unit, which coordinates all activities regarding 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.

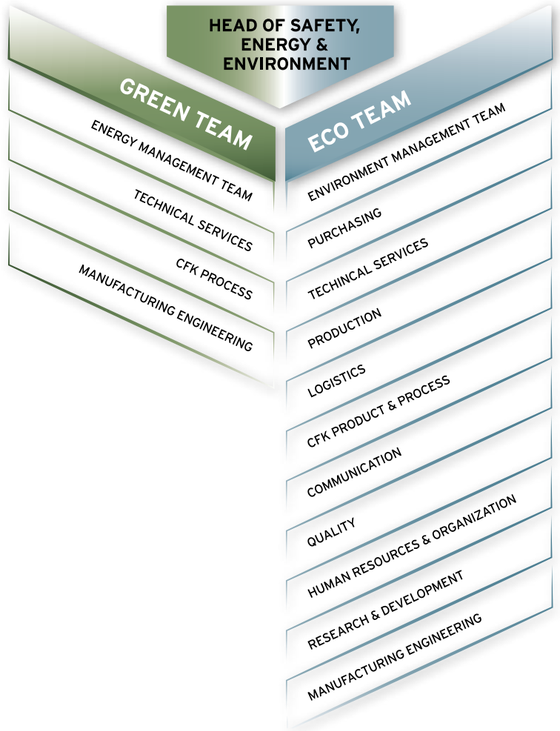
ECO TEAM

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 selected by management. The Eco Team meets periodically to assess the progress of work projects and the meeting of targets and to program any improvements.
Eco Team members are responsible for reporting their activities and disseminating them within their respective departments. In 2016, the Manufacturing Engineering department became part of the Eco Team. Manufacturing Engineering participates in the product design and development phase, and drives all technologies required for product assembly.

GREEN TEAM

The Green Team was created to evaluate and research specific projects for reducing CO_2 emissions and increasing energy efficiency. During 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).

The organizational chart for the two teams is given below.



THE LAMBORGHINI PLANT, OUR PRODUCTION PROCESS AND PRODUCTS

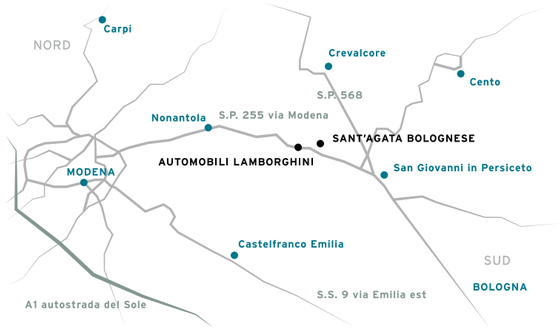
/05

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 that comprise a total area of approximately 80,000 m^2.

At the Sant'Agata site, Automobili Lamborghini carries out design (R&D, ACRC - Advanced Composites Research Center), prototype development (PSC - Pre-Series Center), and production of and after-sales support for luxury sports cars.

At the Central Site of the Sant'Agata Bolognese plant, all currently produced car models are assembled, namely, the Aventador, the Huracán and the Urus Super SUV, which was launched worldwide in December 2017. The model is due to go on sale in summer 2018, and will mark a turning point in the brand's 54-year history.

The carbon-fiber body shell for the Aventador Coupé and Roadster models is completely hand crafted at the Composites Site (CFK Center). Body shell manufacture involves carbon fiber processing using techniques designed and developed in the Research and Development Department (ACRC and OOCC). Car body shells are built using composite materials mainly because of their reduced weight, thus lowering fuel consumption and in turn cutting CO_2 emissions, combined with their greater strength compared to traditional materials. In 2017, 4,056 units were produced:



	2015	2016	2017	Unit
Aventador	1,079	1,296	1,286	no.
Huracán	2,628	2,283	2,649	no.
URUS (Pre-Series)	0	0	121	no.
TOTAL	**3,707**	**3,579**	**4,056**	no.

EXPANSION OF THE PLANT

In 2017, the Company concluded the important work of industrial expansion begun in 2016 in readiness for the launch of its third model, the URUS luxury SUV. As referred to in the previous Environmental Statement, the following infrastructure has been built:

- new assembly line
- new finishing department
- new logistics warehouse
- new office building
- new test track
- new waste storage area

All new buildings have been connected to the centralized Energy Hub. The energy produced in the Energy Hub is distributed to the new buildings by an internal district heating system, via dedicated plant rooms. Energy production is largely covered by a new trigeneration system.

The new buildings are all defined energy class A by the Emilia Romagna region's energy classification. The buildings' external window surfaces have been designed to be as energy efficient as possible through the use of a very high performance polycarbonate facade. The industrial areas is lit exclusively with very low energy LED lighting. All these measures mean that Lamborghini continues to be CO_2 neutral.

The Company's growth has not only impacted the plant's exterior, but has also led to a significant increase in its workforce. For this reason, new car parks and a new 6-story LEED Platinum-certified office building have been built, to the highest environmental and comfort specifications.

Finally, as mentioned in our previous Environmental Statement, our Company also strives to minimize its impact on the surrounding area. In partnership with local bodies, we have carried out infrastructure improvements to mitigate and offset any impact of the site's expansion on the surrounding area, particularly traffic flow improvements: the building of two new roundabouts and the widening of Via Montirone.

PAINTING

The next major project is the Urus Paintshop plant, currently under construction and due to be operational in 2019. This is an important opportunity for Lamborghini: the construction of the Paintshop once again reaffirms the Company expertise and reinforces its market independence.

For the construction of the new Painting Plant, the Company submitted an application for a substantial modification to the Autorizzazione Unica Ambientale (Single Environmental Authorization) in February 2018.

The painting process includes the painting both of metal car body shells and of the plastic components that complete the car's body. The production process involves a standard cycle as well as the possibility of varying and adapting it to employ a so-called personalized painting process, i.e. the fulfillment of specific customer requests (choice of colors or specific details). While the use of water-based paints prevails in the standard painting process, special personalized painting mainly involves solvent-based paints. The volatile component of solvents, of which only an extremely small and insignificant quantity is retained in the booth filters, will be captured by the air-intake system above the painting areas, in the centralized conveyance system for polluting emissions, which carries the various gases aspirated in the painting areas to a single thermal oxidation treatment plant, the so-called "post-burner".

In regard to water discharges, the new Paintshop does not require any additional authorization: the process water used to wash the equipment will be stored and managed as liquid waste. Water from the condensation outlets of the air treatment units serving the areas next to the process areas, slightly polluted with solvents, will be stored in a cistern and disposed of as waste.

ENVIRONMENTAL WORKSITE MANAGEMENT

Regarding the construction works for the new Paintshop, a worksite Environmental Manager has been appointed tasked with checking that environmental aspects are properly managed by the contractors as per applicable legislation, specifically:
a) checking the companies in question manage waste properly;
b) checking the ground analysis and the correct management of the excavated earth and rocks based on this;
c) checking the correct management of hazardous substances in order to prevent any risk of soil contamination.
The above mentioned checks are performed via weekly worksite inspections.

OUR COMMITMENT TO GROWTH

BY BEING GREEN, WE ACHIEVE GREATNESS

AUTOMOBILI LAMBORGHINI'S ENVIRONMENTAL PROJECTS

/ 06

Automobili Lamborghini's commitment to the environment has grown exponentially in recent years. All Company projects in this field are always undertaken with the goal of being a benchmark for the industry and beyond.

As part of this focused and rapid drive towards an ever-greater environmental commitment, maximizing reductions in CO_2 emissions and energy consumption has become one of our key goals. For this reason, we have in recent years put various projects in place: photovoltaic installations, sun-shade systems for south-facing buildings, LED lighting and thermal insulation for older buildings. Finally, in 2015, we completed the two most important projects which allowed us to obtain Carbon Neutrality certification: a trigeneration plant and a district heating system, powered by a biogas cogeneration plant.

The major industrialization works undertaken in 2017 were in harmony with the appearance of the rest of the building and in line with the environmental commitment we took in 2015, keeping our plant CO_2 neutral and constructing, for the first time in Italy, an industrial building that deserves LEED (Leadership in Energy and Environmental Design) certification.

Automobili Lamborghini also strives to set a benchmark for its employees and their families. This commitment is implemented through many activities and initiatives at Lamborghini Park, the communication within and outside the Company of all information on the environmental management system and the environmental communication campaigns, to ensure all personnel make a contribution toward continuous improvement.

We will now take a look at our major projects.

/ 6.1 COMMUNICATIONS

6.1.1. INTERNAL COMMUNICATIONS

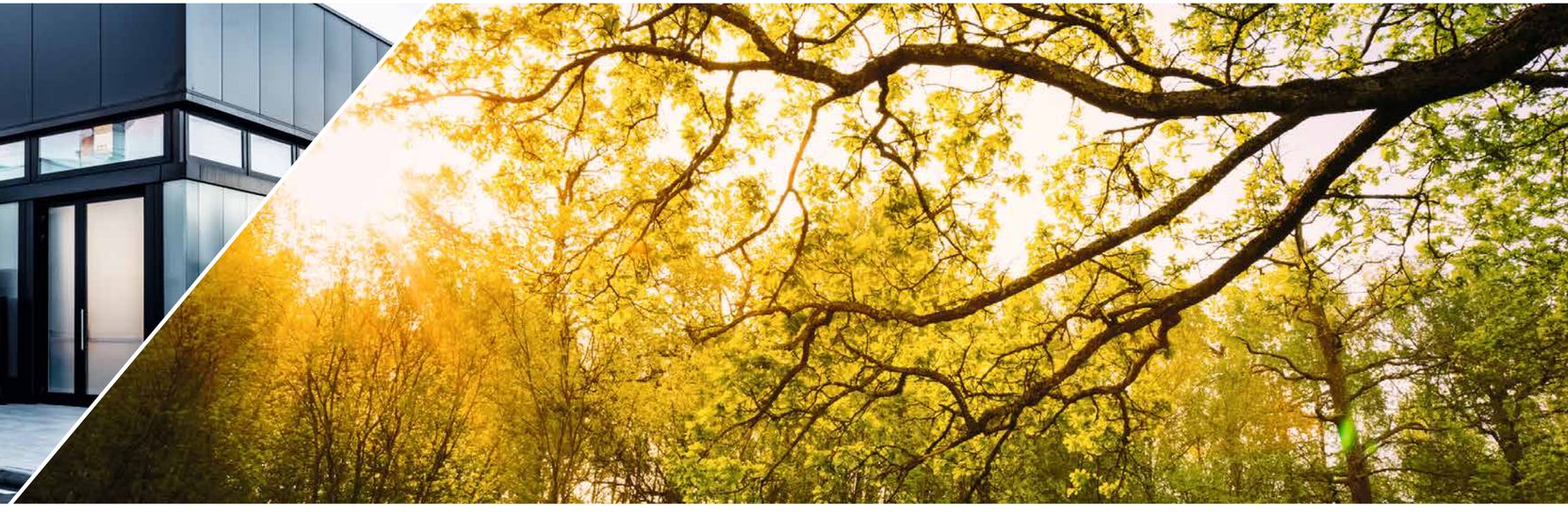
In 2013, Automobili Lamborghini launched **Lamborghini 4us,** a structured **People Care** program aimed at improving employees' quality of life. The program has four sections, focused on people, wellbeing, training and the environment, and covers all existing and future Company initiatives with a view to continuous improvement.

The Environment section is aimed at raising awareness among Company personnel through dedicated communication campaigns and environmental activities, such as saving energy, separate waste collection and respect for the environment.

Besides regular communication campaigns, periodic in-house magazine Focus has been published since 2014, including a section on sustainability, to explain to employees our commitment to actively contribute to protecting the environment in order to safeguard current and future generations.

The house organ is divided into three large sections on the three areas on which our Corporate Responsibility policies are focused: "Economy", "People", and "Environment". In the Environment section, we shed light on our projects and our improvement targets, describing each day how our Company sets an example with its environmental commitment.

With the aim of always increasing employee engagement, including outside work, we continued to use Lamborghini Park in 2017 to encourage the **development of an environmental culture and of education on the environment for new generations.** Specifically, an event was held for employees and their families, also open to Sant'Agata Bolognese residents, with various activities, including a workshop, in conjunction with the GEV (Voluntary Eco Guard), that encouraged young people to learn about the oaks and wildlife in Lamborghini Park.



6.1.2 EXTERNAL COMMUNICATIONS: EMAS AWARD 2017

Our Company has excelled, once again, not only in technology but also in communicating its environmental commitment to the outside world.

On May 4, 2017, we were awarded for the communication effectiveness of our Environmental Statement at the EMAS Italy Award 2017, organized by the Italian Institute for Environmental Protection and Research (ISPRA) and the Ecolabel Ecoaudit Committee, held at the European Food Safety Authority (EFSA) headquarters in Parma.

The award is important as it recognizes all those organizations that have not only committed to creating an eco-compatible management system but have also made great efforts to deliver communications that are scrupulous, accurate, accessible and enjoyable, making a document available to their users (whether consumers, citizens or apprentices) that is clear, intelligible, complete and enjoyable: it is indeed a very important tool for raising environmental awareness, which is crucial for creating a solid point of contact between organizations and the communities in which they operate.

The note accompanying the award said:
"The culture of communications has come together with the culture of the environment and embraced it. The result was an Environmental Statement of great visual impact, perfectly integrating the spirit that has made the brand famous worldwide. The contents are no less important than the graphics, although the latter stand out for their elegance and refinement, including those of iconic and representative elements. The clarity and summary of data are good, facilitating the reading of a document that in any case is substantial and complex. In terms of communications, it experiments in an intriguing way with adding touches of glamor to official documents, making this Environmental Statement no less distinctive than the brand to which it refers."

"We are proud of this recognition of our commitment to sustainable industrial development that considers the community and the local environment. Through the Environmental Statement, we endeavor to communicate with transparency all the information on our environmental performance and our projects for continuous improvement. We have sought a form that delivers clarity, is accessible to all and also interesting, preparing with care not only the contents but also the graphics, so that not just technicians and experts may find it useful, but also anyone interested in Lamborghini's commitment to the environment."

MASSIMO SCARPENTI
HEAD OF SAFETY, ENERGY & ENVIRONMENT

/6.2 SUSTAINABLE MOBILITY: CARPOOLING

In 2017, we launched a new **corporate Carpooling service,** via the Jojob platform. The new service marks a choice for sustainable mobility that our Company has decided to make available **to its employees**.
Jojob's innovative platform enables users to get in touch with colleagues who make the same commute at the same time between home and work.

What are the advantages?
- **Increased respect for the environment.** Carsharing means reducing Co_2 emissions and promoting sustainable mobility;
- **More time.** For those who normally use public transport, cars enable a more flexible timetable and eliminate waiting time;
- **Less stress.** More car park spaces available and less traffic;
- **Lower costs.** With carsharing, costs are also shared.

/6.3 WATER RESOURCES

Working towards water sustainability is a topic of key interest to companies today. 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.

NEW WATER PLANT AND PURIFIER

In 2017, work finished on installing a new water plant and building a new chemical and physical treatment plant. The new water plant, for the new buildings, is fed both from the drinking water supply and from water withdrawn from existing wells in the section. The new chemical and physical treatment plant collects all wastewater from both the old and new plants.

The aspect of water recovery was taken into account right from the planning stage. Indeed, once functional tests are complete, all treated water from the new purifier can drain into the industrial water system serving the production process, while the excess will be sent to the public sewerage drain SN_7_IND in Via Suor Teresa Veronesi.

RAINWATER COLLECTION TANK

To reduce water consumption, a rainwater collection system was installed to supply the lavatory cisterns and for irrigation as part of the office block LEED certification. The tank has a 20,000-liter capacity, based on the green areas to be irrigated and on the water needs for two consecutive weeks.

/ 6.4 ENERGY

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 is used to operate plant systems involved in the production process and for lighting the facilities, while natural gas is used mostly for heating offices and industrial areas and to produce domestic hot water. Given the size of the plants and the offices, the proportion of energy used for lighting and heating is greater than that used for the production processes.

6.4.1 TRIGENERATION

Trigeneration is a highly efficient system that allows heating, cooling and electricity 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.

In 2017, work was completed on the construction of a second trigeneration system, with the same specifications as the one that came into operation in May 2015.

The two systems each have 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. During the summer (from April to October) the refrigeration output (approximately 890 kWh) is absorbed by the main refrigeration units present in the Company. The electricity generated is distributed throughout the Company via a transformer, while the thermal energy is distributed via an internal district heating network. In the event of peaks in the energy demand, the original thermal power plants operate as backup to the system. With a series of small adaptations, the system can be converted to run on biogas in the future.

6.4.2 DISTRICT HEATING

District heating is a form of heating which consists of the distribution of hot water from a heating plant through a network of insulated underground pipes, which then returns 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 (85°C) produced by the plant is transported via underground pipes to the Lamborghini facility, where it releases its thermal energy to heat the buildings.

6.4.3 NEW ENERGY HUB

In 2017, construction was completed of the Energy Hub to serve the new section. As well as the water plant, the following were also built within the Energy Hub:

- Cooling Plant
- Heating Plant
- Compressed Air Plant

In the cooling plant, 2 groups of refrigerators have been installed to generate chilled water. The two systems use R-134a refrigerant with a low GWP (Global Warming Potential). The flow and return manifolds will be connected to the existing refrigerated water networks of the trigeneration system outside the plant itself.

Installed in the new heating plant are two boilers for producing hot water, and a heat exchanger with the function of a decoupler, in turn connected to the lines from the trigeneration plant. A boiler/trigeneration sequence system always prioritizes the operation of the trigeneration plant.

6.4.4 ELECTRICITY: THE USE OF RENEWABLE ENERGY

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 830,000 kWh/year. In 2017, the system allowed a reduction in CO_2 emissions of about **330** 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. In 2017, 20,959 Green Certificates were purchased.

6.4.5 ENERGY EFFICIENCY OF THE NEW BUILDINGS

Lamborghini has established more restrictive criteria for the construction of its new buildings: all new buildings must be energy class A.

Pre-Series Center. Year of construction: 2012; expanded in 2016.
Properties:
- First multi-story industrial building in Italy certified as energy class A3.
- Does not use natural gas for heating. The air conditioning system was installed with heat pumps powered only by electricity.
- The building is fitted with photovoltaic panels that every year save 44 tonnes of CO_2 e.

DESI Training Center. Year of construction: 2015.
Specifications:
- Energy class A4.
- Good outer layer insulation, especially the flooring.
- The building has an air conditioning system with high performance heat pumps.

New URUS Assembly Line. Year of initial construction: 2015.
(New Logistic Center). Expanded and assigned to a different use in 2017.
Specifications:
- Energy class A3.
- The building is partly powered by a high efficiency trigeneration system.
- Reduced transmittance of the polycarbonate transparent closures to improve overall plant energy efficiency.

New Finishing Line. Year of construction: 2017.
Specifications:
- Energy class A2.
- High efficiency lighting system with fluorescent tubes and LED ceiling lights.
- The building is in part powered by Energy Hub high efficiency systems.

New Warehouse. Year of construction: 2017.
Specifications:
- Energy class A3.
- High luminous-efficiency lighting system with LED lamps and ceiling lights.
- The building is in part powered by Energy Hub high efficiency systems.

OFFICE BLOCK 1: the first LEED (Leadership in Energy and Environmental Design) certified building

In 2015, we began the LEED certification process for the new office building known as *Office Block 1.* The system used, LEED for new construction and major renovations, is not limited to the assessment of the building's energy performance, but certifies its sustainability, understood as the environmental quality, both interior and exterior, and the impact of the building on the surrounding ecosystem, as well as its consumption of energy and environmental resources. It is a rating which measures the environmental performance of green buildings both in the design stage and the construction and management phases, promoting a system of integrated design which relates to the entire building. The assessment criteria are divided into the *design phase* and *construction phase;* while official assessment with preliminary approval of the *design phase* is possible, certification is obtained only once construction is complete following the official inspection with approval of the *construction phase*.

Over the course of 2016, Office Block 1 design underwent preliminary revision by third party GBCI (Green Building Certification Institute). In June 2017, it officially became the highest scoring LEED building in Italy, achieving certification with 92 points, awarded as follows:

- Site Sustainability: 25 points
- Water Management: 10 points
- Energy and Atmosphere: 30 points
- Materials and Resources: 7 points
- Internal Environmental Quality: 10 points
- Design Innovation: 6 points
- Regional Priority: 4 points

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. Office Block 1 is energy class A3 and consumes 38% less energy than a standard building; it uses only rain water and not potable water for irrigation; and the mixer taps and the WC cisterns specified in the design consume 57% less water than a standard building. The design also provides for 50% of the site area to be planted with indigenous or adapted plants that are not invasive and have low water requirements. All occupants will be able to enjoy outdoor views from their workstations or from the meeting rooms, as well as having individual comfort controls available to them.
During construction, the contractor was required to adopt various environmental management practices, ranging from separating waste to controlling dust and waste water, both meteoric and otherwise (e.g. wash water contaminated with concrete), sealing air vents and ensuring no smoking inside the building during construction, as well as specific checks by a Commissioning Authority to ensure correct operation of the systems, with resulting reductions in management and maintenance costs. As regards the materials used, both the sustainability characteristics, such as the origin and content of the construction materials, and the VOC emissions were subject to monitoring. These construction strategies, recorded through continuous monitoring of the site, combined with activities performed directly by Lamborghini for the management phase, will be reviewed by third party organization GBCI on completion of construction.

6.5 CO_2 EMISSIONS

6.5.1 THE COMPANY'S CARBON FOOTPRINT

Since August 2013, Lamborghini has performed annual audits of the CO_2 emissions produced by the entire production process i.e. their carbon footprint. The CO_2 produced inside the plant is caused mainly by the combustion of natural gas in heating plants and in the trigeneration system for heating offices and production departments, as well as by the consumption of electricity in offices and production departments. Only part of the CO_2 emissions produced are due to combustion of gasoline for engine testing and leaks in greenhouse-gas refrigerants contained in the air conditioning systems and compressors serving the production process.

The following are included in the audit scope as per ISO 14064:
- all fixed and mobile combustion sources and all leaks of refrigerant from cooling systems, Scope 1
- the production of the electricity consumed (indirect energy sources) and imported heat, Scope 2. Since July 2015, the Company has begun to report GHG (greenhouse gas) emissions from thermal energy imported from the district heating system (indirect GHG emissions – Scope 2)
- losses from the transmission and distribution of natural gas and electricity consumed at operational headquarters (other indirect sources), Scope 3.

RESULTS OF THE 2017 AUDIT

Automobili Lamborghini S.p.A.'s total greenhouse gas emissions in 2017 were **15,701.71** tCO_2e, broken down as follows:

	2015 tCO_2	2016 tCO_2	2017 tCO_2
Scope 1 emissions	6,578	6,991	7,617
Scope 2 emissions	5,268	5,264	7,067
Scope 3 emissions	855	887	1,017
Total emissions	12,701	13,142	15,702
Emissions per vehicle produced (tCO_2/vehicle)	3.43	3.67	3.87

In 2017, the emissions source with the greatest impact for the Company were Scope 1 direct emissions (approximately 48.5% of the total). This was followed by Scope 2 emissions associated with electricity use (about 45% of the total).

Within Scope 1, emissions associated with natural gas consumption had the greatest impact (72%), followed by those associated with gasoline consumption (14%), with the consumption of refrigerant gases added to refrigeration systems (7%), and with business trips (6%).

DISTRIBUTION OF TOTAL GHG EMISSIONS FOR SCOPE 1, 2017

	[tCO_2e]	[%]
Consumption of natural gas	5,484.75	72.00%
Consumption of diesel by the fire protection system	5.72	0.08%
Gasoline used in test rooms	1,099.88	14.44%
Diesel consumption by generators	16.99	0.22%
Employee business trips	490.78	6.44%
Refrigerant gases added	519.08	6.81%
Total	**7,617.21**	

All information regarding the inventory is reported in detail in the GHG Report, externally audited annually.

6.5.2 THE "CO_2 NEUTRAL PROJECT"

In July 2015, Automobili Lamborghini was the world's first company to join DNV GL's Carbon Neutrality program, undertaking to annually offset its GHG emissions from the use of electricity, natural gas and fossil fuels used to heat its buildings and to generate electricity at the Sant'Agata Bolognese production plant. The offsetting process involves the tracking, reduction and offsetting of the remaining GHG emissions.
The certification, in accordance with the Carbon Neutrality program, was the first in the world issued to a company by DNV GL (Det Norske Veritas Germanischer Lloyd), one of the world's leading companies for certification, auditing and environmental risk management. In order to reach this significant goal, Lamborghini has installed two trigeneration systems and a district heating system. These are the projects that made the greatest contribution to reducing the plant's CO_2 emissions.

CO_2 EMISSIONS OFFSETTING

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 on the Bologna Carbon Market (BoCaM): 1 carbon credit is equivalent to one tonne of CO_2. The Bologna Carbon Market (BoCaM) is a market for voluntary carbon credits developed at the local level by the City of Bologna.

As mentioned in our previous Environmental Statement, the City of Bologna has trialed a market where public administrations can create voluntary carbon credits generated by their projects and policies, certified by a third party and that private companies can buy to offset their CO_2 emissions.

Carbon credits are reliable, ISO 14065 certified, and connected to projects verifiable in the long term and to private purchasers working in the same geographical area.

This initiative achieves continuity with the GAIA project for offsetting emissions through urban reforestation projects – in which the Biometeorology Institute of Italy's national research council, CNR, has identified the types of trees with the greatest potential for absorbing pollution and the lowest allergen risk – by analyzing various ecological and physiological characteristics. The estimate calculated of stored CO_2 was applied to an initial set of 24 species that, on the basis of scientific knowledge and information provided by the City of Bologna, were found to be particularly suitable for planting in an urban environment.

On the basis of these prerequisites, interested companies are therefore able to purchase credits as part of their CSR or at the end of a corporate improvement program. The idea for the project came from a previous European project the City of Bologna was involved in: LAIKA, during which a model local carbon credit market was simulated, from a technical standpoint only.

Our Company offered to be the pilot for the purchase of certified local credits linked to the cycle lane creation project, and for the BOCAM project backed by CLimate-KIC, enabling the City of Bologna to also assess the economic and administrative process, thus creating a true market and opening the way for a virtuous and sustainable collaborative model.
A carbon credit market structured in this manner indeed helps increase environmental sustainability for all players, without reducing this to a mere financial exchange.

The purchase took place through a partnership between the municipality and Automobili Lamborghini, which signed an extended memorandum of understanding compared to that already used for the GAIA-urban reforestation project.

With the contribution received, the City of Bologna also financed urban reforestation operations linked to bicycle mobility: specifically, the work to which contributions were made involved replacing some trees in specific sections of boulevards.

Indeed, for some years, at the beginning of summer the horse chestnuts in the city become diseased and lose their leaves, not only affecting the landscape but also rendering them less effective from an environmental standpoint: the lack of photosynthesis means they capture less carbon dioxide, and the lack of shade does not attenuate the heat island effect.
Specifically, the trees on two traffic dividers in Bologna were therefore replaced. The first was between Via Savenella and Via Rubbiani, where the horse chestnuts were replaced with 26 ash trees (Fraxinus angustifolia Raywood), which are particularly effective at capturing particulates and CO_2, as well as being highly decorative in fall when the leaves take on lovely reddish tones; the second was between Porta San Felice and the pedestrian crossing near Via Calori, where 22 sophoras were replaced with 46 zelkovas (Zelkova carpinifolia, or Caucasian elm), a species which, as well as being exotic (although no more so than the sophora), is also particularly effective at capturing particulate matter and CO_2, as well as being fast growing.

These measures, pioneering in this field, are a first step, including in cultural terms, in beginning to gradually replace the horse chestnut population along the ring road, by planting trees better adapted to cities, that can contribute to creating an attractive landscape and that are undoubtedly more effective at tackling urban pollution.

STATEMENT OF CO_2 EMISSIONS

Internal reduction of CO_2 emissions
The report of the reductions obtained during the three-year period 2015-2017 is given below:

Internal reduction in GHG emissions	Date of implementation	Reduction achieved 2015	Reduction achieved 2016	Reduction achieved 2017
Trigeneration 1	May-15	193.61	420.42	255.69
Trigeneration 2	Oct-15	-	-	58.77
District heating	Jun-15	171.42	336.54	281.16
Photovoltaic system (491 kWp)	Jan-15	361.91	342.91	329.68
Sunshade system	Jan-15	116.42	116.42	101.41
Replacement of lighting with LED lighting systems	Jul-15	2.46	4.92	4.92
Replacement of doors and windows in the production department	Jan-16	0	131.99	129.59
Efficient heat recovery system	Jan-16	0	188.33	401.06
Booth supervision system	Sept-16	0	292.00	785.55
Total reduction in emissions [tCO_2]		845.82	1,833.52	2,347.82

Offsetting of CO_2 emissions
The greenhouse gas emissions sources which have been offset from 2015 onwards are as follows:

	2015	2016	2017
Total emissions offset [tCO_2/year]	11,534.18	11,902.86	14,122.10
Purchase of green certificates for electricity	-5,617.67	-5,592.28	-7,520.48
Purchase of carbon credits	-5,916.51	-6,310.58	-6,601.63
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 external certification body.

6.6 LAMBORGHINI PARK

6.6.1 BIODIVERSITY: OAK FOREST PROJECT

Over the last 50 years, the use of fossil fuels (oil, gas) 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 on the global climate. Although there may be other aggravating causes, the majority of scientists agree that CO_2 is the main reason behind the phenomenon our planet is experiencing. What the consequences might be for man and the other forms of life on our planet are not easily foreseeable.

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.

Thanks to the financial commitment of Lamborghini, in collaboration with the Universities of Bologna and Bolzano, and with the supervision of the University of Munich, over 9,000 oak (*Quercus robur*) saplings were planted in spring 2011 over an area of around 17 acres (70,000 m^2) in the town of Sant'Agata Bolognese (near Bologna), following a layout replicated in various European countries (Germany, Poland, Belgium, Hungary).
The largest area was planted with two large circles over 100 meters in diameter, each circle consisting of 14 concentric rings, the radius of each increasing from the center of the circle outwards. In this way, each single tree will have a growing space that varies from 0.1 to 200 m^2. By monitoring this plantation over the years and decades to come, it will be possible to better understand the relationship between forest productivity, density, and the capacity to absorb carbon and maintain biodiversity based on climate. Like all green plants, trees absorb CO_2 through photosynthesis, transforming it into a large number of molecules essential for their growth. A significant part of the absorbed carbon remains fixed in the wood, however. On average, around 40-50% of wood weight is composed of carbon atoms. A significant part of this trapped carbon also reaches the ground through falling leaves and root turnover. This carbon is very important as, thanks mostly to soil bacteria and fungi, it is partly transformed into humus, a very stable form of carbon provided the forest is not damaged. A young wood initially fixes a relatively small quantity of carbon in its young trunks, branches, roots and soil, but as the plants grow and the soil evolves, the amount of accumulated carbon becomes significant.

After several seasons, the initial results are available, which are already of some, albeit preliminary, interest. The growth of the trees has, indeed, been strongly influenced by the distance from the center of the circles, and therefore the planting density. The plants nearest to the center, which are growing at a greater density, have grown more in terms of height than those further from the center, which were planted at lower densities.

The trunk diameter (measured at the base), on the other hand, showed the opposite trend in comparison with the planting density. The trees planted at a greater density, indeed, showed a smaller trunk diameter when compared with those planted at lower densities. In summary, as density increases, the oak saplings have a smaller trunk diameter but reach greater heights. Over the last year, it has also been noted that the starting height of the foliage is influenced by the planting density. This, indeed, is significantly greater in the trees closer to the center in comparison with those further out.

The effects of planting density on tree development are most likely due to the greater competition for light in the more densely planted areas, which causes the plants to invest greater resources in obtaining height and leads to the death of the lowest branches with the least exposure to light. In previous years, these effects were absent or less visible because the plants were less well developed and there was therefore less competition between them for light. The observed differences have repercussions not only on the quantity of carbon accumulated in the wood biomass, but also on the quantity of leaves and roots produced by the plant, and, as a consequence, on the quantity of carbon transferred by the plants to the soil.

From the preliminary analyses performed to date, the concentration of carbon in the first soil layer (0-30 cm depth) is equivalent to 1.1%, which corresponds to a total quantity of carbon of 43.2 ton/ha. In autumn 2018, another soil sample will be taken, using the same method as in 2012 and 2015, to determine the soil's organic carbon content, including in proportion to planting density. It will thus be possible to determine the quantity of carbon accumulated in the plantation soil as a result of reforestation, and to reconstruct the soil dynamics over the three years of monitoring.

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 park will therefore contribute to providing precious information on the carbon dynamics in natural woods and indications on how to maximize accumulation in reforested areas and artificial woods.

6.6.2 ENVIRONMENTAL BIO-MONITORING AT LAMBORGHINI PARK

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 their 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.

Bees can be used as excellent **environmental indicators**, as they indirectly monitor the state of the surrounding area. Their tendency to explore every corner of the area in search of resources means that every day the foraging bees of a hive take millions of samples from various environmental matrices: **flowers** for pollen and nectar, **leaves** infested with aphids to gather honeydew (later transformed into honey), **buds** and **stems** to gather the resin required to produce propolis, and the **sources of water**, required to regulate the hive's temperature.

The Automobili Lamborghini project involved the installation of an apiary in Lamborghini Park comprising eight hives, **which increased to 11 in 2017**. The apiary is about 600 meters from the plants, as the crow flies, and 1.5 km from the town of Sant'Agata Bolognese, and are thus within the area monitored by the bees.

During 2017, all matrices (honey, pollen, wax and the bees themselves) from three of the eleven hives were sampled three times and analyzed to identify any localized environmental pollution: **heavy metals, polycyclic aromatic hydrocarbons, dioxins,** but also **any pesticides (190 active ingredients)** used in farming and in urban or private green spaces. The data obtained can be summarized as follows:

- In the three samples carried out on honey, the presence was detected of some **heavy metals** (copper, iron, zinc, vanadium), **sulfates** and **chlorides**, but concentrations remained well within the range of values considered normal, and thus the concentrations detected were completely harmless;
- In the honey samples taken at the end of May, **three pesticides** were detected: formothion and dimethoate, at the limit of the detection threshold, and chlorpyrifos in concentrations of 0.64 mg/kg. Considering that the residual limits allowed by law for fruit and vegetables vary from 0.1 to 0.5 mg/kg and that the daily intake of honey is 100 times lower than the quantity of fruit and vegetables (honey constitutes 0.1% of the daily diet), these concentrations can be considered non-hazardous to health;
- no concentrations were detected above the threshold **for polycyclic aromatic hydrocarbons**, neither in the honey nor in the foraging bees;
- the presence was detected of two molecules belonging to the **dioxin family** (octachlorodibenzodioxin and 1,2,3,4,6,7,8-heptachlorodibenzodioxin), in concentrations at the limit of detection for the former, and at 1.3 pg/g for the latter (limit of detection is 0.2 pg/g for both molecules). However the most conservative value calculable for the dioxins and furans present in the honey is in line with the average amount found in fruit and vegetables, and can be considered far below the harmful threshold, considering the limited amount of honey consumed daily.

Aside from its ecological goals, the project also aims to produce certified Lamborghini brand honey. The quantity of honey produced largely depends on seasonal patterns and on the availability of blossoms. **In 2017, the 11 hives produced around 350 kg of honey.** Seasonal trends, with favorable temperatures in March/April, enabled the production of Dandelion honey, followed by Wildflower, Lime and Alfalfa honey over the summer. The analyses performed allow us to state with certainty that the honey produced during the year is safe and healthy. 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.
Extensive amounts of alfalfa (Medicago sativa) from seed met energy needs during the summer, despite the lack of spontaneous flowering due to the prolonged dry spell over the summer months.

OUR NUMBERS

THE VALUE OF OUR COMMITMENT

OUR DATA

/07

/7.1 ENERGY CONSUMPTION

During 2017, the production site's energy system was significantly modified, moving towards the final layout required by all projects of production areas expansion completed over last year.
From 2018, the new spaces will be major energy consumers, requiring electricity, heating and refrigeration.
To thus be able to better manage the use of energy, a second trigeneration unit has been created, which will enable the energy required by these premises to be effectively generated.
The final layout therefore includes two trigeneration plants, in parallel to the district heating plant, that flow into the Energy Hub. This building is therefore the heart of the generation of thermal and refrigerating energy required by end users and allows the internal district heating network to be powered, which feeds outwards to the sub-stations positioned in the various buildings supplied.

To better understand the energy flows that currently meet the plant's energy requirements, a diagram is given below showing the energy supply, internal transformation and requirements necessary for the processes to operate correctly.

BALANCE OF SUPPLY AND DEMAND

Internal energy transformation was also of considerable importance for 2017, making it necessary to study **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 demands of the production site, as well as being necessary for the analysis of the economic flows related to the energy supply by the grid. It thus represents all incoming energy sources at the plant.

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.

BALANCE OF SUPPLY			BALANCE OF DEMAND		
ELECTRICITY FROM THE GRID	ELECTRICITY FOR COOLING SYSTEMS	Refrigeration units		Cooling energy from electric refrigeration units	END-USE
	ELECTRICITY HEAT PUMPS	Heat pumps		Heat energy from heat pumps	
				Cooling energy from heat pumps	
	ELECTRICITY FOR OTHER USES			Electricity for other uses	
E. FROM PV	ELECTRICITY FROM PHOTOVOLTAIC			Electricity from photovoltaic	
MAINS NATURAL GAS	MAINS NATURAL GAS	CHP1		Self-produced and self-consumed electricity from CHP1	
				Heat energy from CHP1	
			ABSORPTION CHILLER 1	Cooling energy from absorption chiller 1	
		CHP2		Self-produced and self-consumed electricity from CHP2	
				Heat energy from CHP2	
			ABSORPTION CHILLER 2	Cooling energy from absorption chiller 2	
		Heating plants		Heat energy from heating plants	
HEAT EN. FROM DIST. HTG	HEAT ENERGY FROM DISTRICT HEATING			Heat energy from district heating	
			ABSORBER DISTRICT HEATING	Cooling energy from district heating absorption chiller	
GASOLINE	GASOLINE			Gasoline	

Again this year, the numbers confirm that the path taken was the right one, highlighting how measures to contain energy consumption and the rational use of energy can become an opportunity to reduce emissions and promote a sustainable and prudent production model, always focusing on the environment and the management of the limited resources that nature puts at our disposal.

In 2017, energy demand at the plants, including buildings given over to logistics and storage of materials, was 7,676 toe (tonnes of oil equivalent), which breaks down as follows:

- 4,560 toe from the use of electricity;
- 1,981 toe from the use of thermal energy;
- 763 toe from the use of refrigeration;
- 372 toe from the use of gasoline.

The total energy supplied to the plants, on the other hand, was 6,853 toe (tonne of oil equivalent):

- 4,069 toe from the use of mains electricity;
- 2,264 toe from the use of mains natural gas;
- 148 toe from heat energy from the district heating system;
- 372 toe from the use of gasoline.

Energy demand was higher than in 2016, just as expected, due to the considerable increase in the spaces requiring heat and refrigeration, used as warehousing and new production facilities for the third product line.

The supply of energy from external grids increased as new buildings require above all more electricity. Since there was about a six-month time lag between the activation of the new plants and the commissioning of the second trigeneration system, the electricity required by these new buildings was supplied directly from the national electricity grid. This led to the aforementioned increase, which will however be reduced considerably as soon as the second trigeneration system is fully operational.
The data for the three-year period 2015-2017 are given below:

TOTAL ENERGY CONSUMPTION (TOE/YEAR) DEMAND BALANCE

	2015	2016	2017	Measurement unit
Electricity	3250	4043	4560	Toe/year
Heat energy	1473	1597	1981	Toe/year
Cooling energy	603	510	763	Toe/year
Gasoline	333	342	372	Toe/year
TOTAL	5658	6492	7676	Toe/year

TOTAL ENERGY CONSUMPTION (TOE/YEAR) SUPPLY BALANCE

	2015	2016	2017	Measurement unit
Electricity	3067	3184	4069	Toe/year
Heat energy	2069	2299	2264	Toe/year
Cooling energy	79	147	148	Toe/year
Gasoline	333	342	372	Toe/year
TOTAL	5548	5972	6853	Toe/year

ENERGY PERFORMANCE INDICATOR (EnPI)

To monitor the cause and trends over time of the production site's energy consumption, specific energy indicators have been recorded for some time. 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 organization.
For each aspect of the Company's activities, an appropriate energy indicator has been developed, with the choice of the most appropriate Energy Driver. Indeed, a simple comparison of energy consumption for different years would not correctly reflect the actual trends of the production site's energy system, as this would be influenced by the Energy Drivers encountered in the different time periods.

For example, the energy used for heating or cooling may be justifiably greater in years with a particularly cold winter or a particularly hot summer. In the same manner, a sudden increase in electricity use may be justified by the start-up of new production lines or new plants.

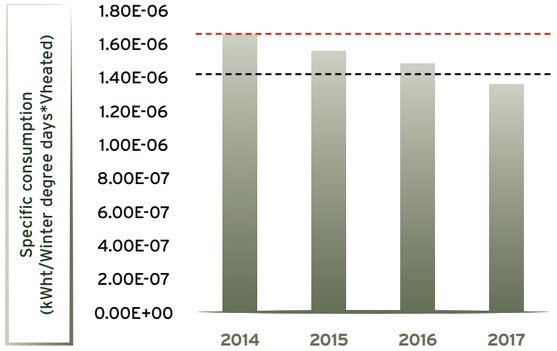
In the energy system currently under consideration, the indicators used to track the efficiency of the improvement plan are as follows:

	2015	2016	2017
Main production site electricity toe/vehicle	0.532	0.581	0.455
CFK electricity toe/body shell	1.189	1.123	1.123
Main production site heat energy toe/vehicle	0.303	0.340	0.288
CFK heat energy toe/body shell	1.37E-04	1.32E-04	1.09E-04
Heat energy toe/Winter degree days*Vheated	1.56E-06	1.48E-06	1.36E-06
Cooling energy toe/vehicle	0.094	0.078	0.082
Cooling energy toe/body shell*Summer degree days	4.37E-04	3.83E-04	4.38E-04
Cooling energy toe/Summer degree days*Vcooled	9.34E-06	8.88E-06	8.69E-06
Gasoline toe/vehicle	0.090	0.095	0.094

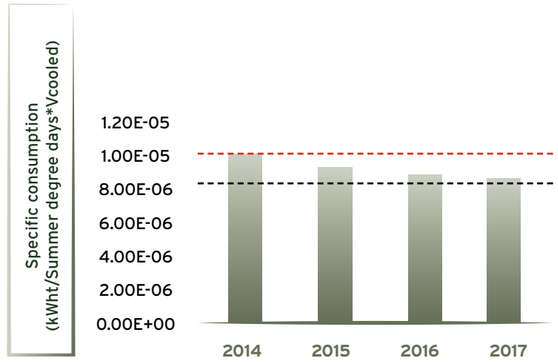
The specific energy consumption reported as EnPI for the heating and cooling of buildings highlight the positive savings trend in the last three-year period.
By normalizing energy consumption for summer and winter climate conditions (DegreeDays) and for the heated and cooled volumes (Vheated and Vcooled), highlights the results obtained from the improvement plan. Consumption in terms of HeatEnergy/Winter degree days*Vheated and Cooling Energy/Summer degree days*Vcooled, is in fact consistently decreasing, and the target has been set of a 15% reduction in the two indicators by December 2018, compared to the 2014 Baseline year.
Consumption in terms of Heat Energy/Winter degree days*Vheated and Cooling Energy/Summer degree days*Vcooled is consistently decreasing:

This year there has also been a certain degree of improvement. Specifically, the heated and cooled volumes have increased considerably, although their impact will be more evident from next year, when the new production facilities for the third line will be fully operational, still in pre-series in 2017.
The improvement in the two indicators has been achieved through significant work to improve heating and cooling efficiency, such as installing **heat recovery devices** in the CFK booth air treatment units, but also focusing the design for the **new buildings on minimum class A energy specifications.**
Also important was the contribution made by the internal district heating network, which is increasingly used to replace traditional boilers and refrigeration units.

OVERALL EnPI TREND HEAT ENERGY



OVERALL EnPI TREND COOLING ENERGY



GASOLINE USE

The use of gasoline by the R&D department is due to testing of new prototype engines, while production consumption is due to tests on the engines of vehicles leaving the production line. Gasoline consumption for the three-year period 2015-2017 is given in the table.

	2015	2016	2017	Unit
Total gasoline consumption	422,357	433,712	471,790	[l/year]
Vehicles produced	3,707	3,579	4,056	[no./year]
Specific gasoline consumption	114	121	116	[l/year per vehicle]

The following table gives the data on consumption in relation to type of use.

	2015	2016	2017	Unit
R&D gasoline consumption	74,901	67,138	62,254	liters
Production gasoline consumption	179,803	175,167	201,029	liters
Internal fuel pump	167,653	191,407	208,507	liters

In the last three years, the consumption of gasoline used in engine test rooms and for road tests carried out by testers has progressively increased in relation to the number of cars produced. However, vehicle-specific consumption is on average aligned throughout the three-year period.

/7.2 USE OF PAINTS, ADHESIVES AND SOLVENTS

VOLATILE ORGANIC COMPOUNDS (VOCS)

The use of solvents is a problematic aspect in Automobili Lamborghini's environmental management. Traditionally, solvents have been used for cleaning vehicle body components and molds. Heavy use of solvents leads to high VOC emissions levels. With a view to making progress towards environmental sustainability, in 2014, the Industrial Management department decided to undertake a process of analysis and approval of alternative, water-based products. Two projects were set in motion: the use of water-based glue in the upholstery department, and a new "light solvent" for the Composites Site.

Automobili Lamborghini monitors its solvent consumption in order to keep track of the quantity of Volatile Organic Compounds (VOCs) consumed and check conformity with the requirements of article 275 of Italian Legislative Decree 152/2006 regarding the consumption of these substances for the following activities:

- Cleaning of surfaces with a consumption greater than 2 t/year
- Adhesive covering with a consumption greater than 5 t/year
- Covering of metal and plastic surfaces with a consumption greater than 5 t/year
- Vehicle finishing with a consumption greater than 0.5 t/year
- Vehicle covering with a solvent consumption greater than 0.5 t/year (Paintshop). For this activity, an accurate consumption assessment will be possible after a sufficiently significant period of Paintshop activity.

As requested by Management, the unification of the production sites was addressed in 2017 by eliminating the unit of Via Lamborghini snc with the aim of having a single AUA in Via Modena 12 and a simplification of the management of waste documentation. With this in mind, from 2018, for each activity, the products used throughout the site as a whole will be considered.

For 2017, the solvent management plan was presented only for the activity of surface cleaning carried out at the CFK site.

Activity 10) surface cleaning with a consumption of >2 t/year and <10 t/year.

Q.ty purchased [kg/year] 2017	Quantity of VOCs [t/year] 2017
3,716	3.72

Coming under the applicable range of Article 275, the company presented a mass balance regarding this activity. The value for determined "widespread emissions" (0.49 t/year of VOC), compared with the relative figure for "solvent inputs" (3.72 t/year), demonstrates compliance with the maximum value for widespread emissions (20% of input, i.e. 0.743 tVOC/year).

As far as the vehicle finishing is concerned, the value of tonnes of VOC obtained means the Company is not required to present a mass balance for solvents. However, it is believed that the Company, once URUS production is fully operational, will fall within the scope of application of Article 275. At the moment it is not possible to predict the number of URUS that will require finishing; from 2018, product numbers are certainly set to increase.

The use of the internal production process control system - MES (Manufacturing Execution System) - is currently under evaluation, which ascertains all operations carried out during assembly and facilitates the identification of any non-compliance.

The system also allows production control and monitoring, that is, the traceability of production processes and the availability in real time of information for the correct progress of the vehicle, making its manufacturing status available and consultable from any device connected to the MES.
By introducing into the system a more precise indication of the type of defect to which the vehicle was subjected, it will be possible to obtain a reliable figure on the number of vehicles being finished and a corresponding mass balance.

/7.3 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 wells currently supply the system serving the production process, the water tests and vehicle and body shell washing, topping up of the autoclave coolant water and irrigation of green areas. Well water usage in 2017 represented 40% of the total water used.

Total water consumption for the three-year period 2015-2017 is given below.

TOTAL WATER CONSUMPTION FOR THREE-YEAR PERIOD 2015-2017

	2015	2016	2017
Potable water consumption (m^3)	56,001	45,912	86,875
Well water consumption (m^3)	46,377	46,519	58,143
Total water consumption (m^3)	**102,378**	**92,431**	**145,018**

In 2017, the total water consumed was 145,018 m^3. With the introduction of URUS into the production process, the expansion of the plant, the launch of new plants in the Energy Hub and the increase in the number of employees, water consumption increased by about 53,000 m^3 compared to 2016. Furthermore, during the year a significant mains water leak was identified, and promptly repaired.

INDICATORS

In 2014, indicators were defined to represent Automobili Lamborghini's use of water, relating potable (mains) water to the number of employees (non-industrial use) and well water for the production of vehicles or monocoques (industrial use). The data for the three-year period 2015-2017 are given below:

	2015	2016	2017
Potable water consumption (m^3/year)	47,253	45,912	86,875
Number of employees (no.)	1,110	1,415	1,600
Potable water consumption/employee (m^3/year)	43	32	54
Well water consumption (m^3/year)	24,808	46,519	58,143
Number of vehicles produced (no.)	3,707	3,579	4,056
Water consumption/vehicle (m^3/year)	7	13	14

The consumption of industrial water per vehicle produced remained fairly constant compared to 2016, while the consumption of water for non-industrial use increased by about 31 m^3 per person.

In the previous Environmental Statement, we mentioned that in 2016 a water cycle analysis was conducted in collaboration with the University of Bologna, with the aim of identifying water saving measures. From the results it emerged that Autoclave 1 in the ACRC department has the highest consumption among all those monitored. The improvement measure identified involved providing the plant with a closed-circuit water collection system. Over the year, in parallel with a technical study, we carried out a more in-depth analysis of technical feasibility and the plant design of the system. However, due to an internal reorganization of the department, the autoclaves were relocated to an area where there is not currently enough space to construct a water recovery tank. In any case, the measure was recorded in the prospect registry, specifically created not to lose the improvement measures already identified but not included in the launched improvement plans.

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: flows into the public sewage system.
- industrial waste water generated by the production process and by equipment (evaporation towers, vehicle washing, water softeners, wet electrostatic precipitators in the Composite Materials Department): flows into the public sewer after treatment in a Company purifier at a single discharge point SN_7_IND.
- rainwater runoff from parking lots and outside areas coming from the stormwater tank: converted to surface water.

All above-mentioned discharges were authorized with Authorization to discharge industrial and domestic waste water into the public sewer system through protocol AUA DET-AMB-2018-462 of 29/01/2018.
Once the expansion of the section was complete, an additional application was submitted to update the atmospheric emissions authorization on 02/02/2018 for the divestment of the SN_1_IN discharge point.

Waste water which might contain oil residue passes through the oil separators. Compliance with legal limits is monitored through scheduled analyses which are performed by a specialized external laboratory. The only waste for which regular analyses are not provided for are those of the OOCC branch site.

2017	Total suspended solids	Total suspended solids limit	BOD_5	BOD_5 Limit	COD	COD Limit
Values (waste 1_SN_IND)	12	200	<4	250	<25	500
Average values (waste 7_SN_IND)	18	200	-	-	142	500

In 2017, all the wastewater from the old section that flowed into the SN_1_IND discharge point was gradually connected to the SN_7_IND discharge point, which also collects the water from the new plant. Now the wastewater flows into the only discharge point, in Via Suor Teresa Veronesi.

/7.4 WASTE

With the general expansion of the Company in 2017, it was deemed necessary to construct the new ecological area in the South zone of the production section. The new area covers a rectangular space of about 4,500 square meters, 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.

As mentioned previously, in June 2017, the unification of the production sites was addressed by eliminating the unit of Via Lamborghini snc with the aim of simplifying the management of waste documentation.

The main refuse produced by the Company is as follows:

- contaminated rags (for surface cleaning)
- paints, solvents, sealants (paint retouching)
- waste abrasive materials (from sandblasting and machining performed on machine tools);
- emulsions (machine tools);
- contaminated iron and plastic packaging (from resin and catalyst containers);
- paper and cardboard packaging;
- wooden crates;
- mixed material packaging;
- aluminum (from product quality control)
- carbon fiber scraps (from the Composites site)

The total quantity of waste produced in 2017 was 1,874 tonnes, 1,279 of which was recycled and 595 sent for disposal. The total amount of waste increased compared to 2016, together with the number of cars produced (+13%) and the start of production of the third URUS line.

During 2017, upholstery leather scraps were included in the list of prohibited goods for importing to China and as a consequence Lamborghini could no longer re-sell these scraps as a raw material to companies in the market. In 2017, we also started to dispose of worn-out tires from the Motorsport section, whereas before they were disposed of where the events took place.

During the year there was an increase in the volume of hazardous emulsified water from the production plants (about 206 tonnes). Lastly, the entire sewage system was cleaned (about 201 tonnes of water liquid waste) in preparation for connecting the industrial water network to the new centralized discharge point.

With regard to carbon waste, in 2017, we started a research project on the recycling of waste fibers in collaboration with our colleagues from Research & Development and Composites. During the year, the first tests on pre-impregnated carbon fibers were carried out, while tests on dry carbon waste are still ongoing.

	2015	2016	2017	Unit
Non-hazardous waste sent for recycling	561	628	678	t/year
Non-hazardous waste sent for disposal	809	272	194	t/year
Hazardous waste sent for recycling	80	148	212	t/year
Hazardous waste sent for disposal	317	218	305	t/year
Metal waste	172	136	187	t/year
Waste not linked to production	-	44	299	t/year
Total waste produced	1,939	1,446	1,874	t/year
Vehicles produced	3,707	3,579	4,056	[no./year]
Total waste per vehicle produced	523	404	462	kg/year per vehicle
Hazardous waste	397	368	718	t/year
Hazardous waste (% of total)	20%	25%	38%	%
Hazardous waste per vehicle produced	107	103	177	kg/year per vehicle
Non hazardous waste	1,542	1,078	1,156	t/year
Non-hazardous waste (% of total)	80%	75%	62%	%
Non-hazardous waste per vehicle produced	416	301	285	kg/year per vehicle

/7.5 PACKAGING WASTE

As part of a drive for increased environmental sustainability, the Logistics Engineering project aims to extend the use of standard VW Group or "special" Lamborghini containers for procurement of vehicle components and materials to virtually all suppliers. These special containers, also known as "two-way" containers, are completely reusable, unlike the cardboard ("one-way") containers.
In the event that "special containers" are developed, all aspects are analyzed relating to the quality/integrity of components, stacking, transportability, and respecting storing factors during transport and warehousing and respecting safety during use. These containers are designed and guaranteed for the entire vehicle life-cycle and, where the characteristics of the components permit it (light, not excessively large parts), the use of "green" materials is favored, for instance PPE, which is 100% recyclable.
The URUS project is moving forward in the same way, endeavoring to achieve the same results as for the SSC within 3 months of the SOP (May 2018).

The table below shows the figures for the three-year period 2015-2017.

	2015	2016	2017	Unit
Paper and cardboard packaging	168,350	172,420	182,990	kg/year
Paper and cardboard packaging %	33%	32%	33%	%
Wooden crates	89,890	85,270	126,200	kg/year
Wooden crates %	18%	16%	23%	%
Plastic packaging	68,200	59,050	56,420	kg/year
Plastic packaging %	14%	11%	10%	%
Mixed material packaging	178,600	219,470	189,990	kg/year
Mixed material packaging %	35%	41%	34%	%
Total packaging	505,040	538,826	555,600	kg/year

/7.6 GREENHOUSE GAS REFRIGERANTS

As previously described, there are numerous air-conditioning systems and compressors containing refrigerant gases at the three sites. These gases are classified as substances which are potentially harmful to the environment. The systems are subject to a specific monitoring regime as provided for by Regulation no. 517/2014 on fluorinated gases.

Performing these periodic checks allows any leaks to be found and any losses to be limited, but breakages can nevertheless occur, with consequent escape of gas. The quantities of gases that were added to in 2017 are listed below, divided by type:

Gas type	Quantity added, 2017 [kg/year]
R-134A	93
R-404A	7.4
R-407C	113
R-410A	75

The F-Gas declaration for the year 2016 was also performed in 2017, pursuant to article 16 para. 1 of Italian Presidential Decree 27 January 2012.

/7.7 USE OF OILS

Oils are used by the Company for filling the vehicle lubrication circuits (engine installation, vehicle assembly and testing), for lubricating the automatic equipment which performs the mechanical work and for filling the autoclave heating system. A non-hazardous vegetable-based emulsive oil was also introduced in the Composites Site in 2013; this makes the body shell surfaces less greasy and therefore allows for a reduction in the solvent used for subsequent cleaning. The total oil consumption data over the course of the three-year period 2015-2017 is given below. The indicator shows that the quantity of oil consumed for each vehicle is constantly decreasing.

	2015	2016	2017	Unit
Quantity of oil used	60,460	48,690	42,304	[kg/year]
Oil consumption/vehicle	16.3	13.6	10.5	[kg/year]

/7.8 ATMOSPHERIC EMISSIONS

The atmospheric emissions that are released from the plant are classifiable as follows:
- emissions produced by production operations in the strict sense of the term (upholstery department, reworking, sandblasting, grinding and trimming of components made of carbon fiber and resin-based fillers; oil mists deriving from operations with the machining center, 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

At the moment the authorization for atmospheric emissions AUA DET-AMB-2018-462 of 29/01/2018 is in force. Following the implementation of additional equipment envisaged for production and for the painting plant, a further request was submitted to update the authorization for atmospheric emissions on 02/02/2018.
The annual or six-monthly tests of emissions continue to demonstrate that the officially authorized limits on flow rate and concentration of pollutants are being met. Annual tests of emissions continue to demonstrate that the officially authorized limits on flow rate and concentration of pollutants are being met.

/7.9 FIRE PREVENTION AND EMERGENCY MANAGEMENT

FIRE PREVENTION PROCEDURES

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

- CPI (Fire Prevention Certificate) document no. 4151 of 17/02/2017 valid until 18/11/2018 (Via Modena 12) for the "Vehicle construction plant" identified at no. 52.2.C of appendix I to Italian Presidential Decree 151/2011 and a further 51 activities included in the same appendix.
- CPI (Fire Prevention Certificate) document no. 74521 valid upon renewal until 28/04/2022 (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 (Fire Prevention Certificate) document no. 72715 valid upon renewal until 26/02/2023 (CFK) for the production plant for composite material (CFK) body shells identified at no. 44.3.C and 74.3.C of Appendix I to Italian Presidential Decree 151/2011. The CPI (Fire Prevention Certificate) referred to in this document is jointly held with the company SCHNELLECKE ITALIA s.r.l. which is headquartered at the same plant.

FIRE SAFETY MANAGEMENT

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 a seismic event;
- the names of fire-prevention staff;
- the plan of the assembly points.

The Company site is divided into twelve 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).

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.

/7.10 SIGNIFICANT DIRECT ENVIRONMENTAL ASPECTS

Process	Phase	General Environmental Aspect	Specific Environmental Aspect
Production Process Production process support systems	• Receiving of materials • Research and development • Engine and transmission assembly • Engine testing in testing rooms • Upholstery • Vehicle assembly • Testing on roller bench • Mechanical reworking • Vehicle finishing • Production of carbon fiber body shell • Offices and facilities in general	Energy use	Electricity consumption
Heating of room areas (offices/departments) Production Process	• Offices and production areas • Production of body shell in carbon fiber	Energy use	Natural gas consumption
Production Process	• Production Research and Development • Production engines tests (engine test rooms, assembly lines, final test on roller bench) • On track/road	Energy use	Gasoline consumption
Production Process	• Research and Development • Engine and transmission assembly • PSC – Protoshop • Upholstery • Vehicle assembly • Mechanical reworking	Use of hazardous substances	Use and storage of hazardous substances: solvents, detergents, oils, adhesives, silicon, etc.
Production Process	• Vehicle Finishing	Use of hazardous substances	Use and storage of hazardous substances (thinners/paints, cleaning solvents)
Production Process	• Production of body shell in carbon fiber	Use of hazardous substances	Consumption of SOLVENTS: surface covering (mold removing agent)
Production Process	• Production of body shell in carbon fiber	Use of hazardous substances	Consumption of SOLVENTS: surface cleaning (e.g. alcohol)
Production process support activities	• Refrigeration units and air-conditioners operation	Greenhouse gas use	Greenhouse gas use
Engine testing Delivery of finished product	• Research and development • PSC - Protoshop • Engine testing in testing rooms • Vehicle assembly • Testing on roller bench • Mechanical reworking • Shipment to dealers	Atmospheric emissions	Exhaust gas emissions into the atmosphere
Production Process	• Research and Development • Upholstery • Vehicle Assembly • Vehicle Finishing • Production of body shell in carbon fiber	Atmospheric emissions	VOC emissions into the atmosphere
Heating of room areas (offices/departments) Production process support activities	• Offices and facilities in general • Production Process	Atmospheric emissions	Methane combustion gas emissions into the atmosphere
Production Process	• Production of body shell in carbon fiber	Consumption of materials	Consumption of raw materials for manufacturing body shells and consumption of materials (carbon fiber, resin, adhesives, etc.)
Production Process Production process support activities	• Entire production process • Maintenance	Waste	Production of hazardous waste Production of non-hazardous waste Production of hazardous/ non-hazardous packaging waste
Production process support activities	• Production process support systems • Restaurant service • Bathrooms • Cleaning of facilities	Water consumption	Well water use (production, irrigation of green areas) Mains water use
Production Process	• Finishing • PSC - Protoshop • Production of body shell in carbon fiber	Water consumption	Well water consumption
Entire production process	See L_GHG_M01 GHG Inventory	Greenhouse gas atmospheric emissions	Greenhouse gas emissions
Production Process	• OOCC R&D	Waste	Production of hazardous waste Production of hazardous/ non-hazardous packaging waste
Production process support activities	• OOCC restrooms	Water consumption	Mains water use
Production Process	• OOCC R&D	Water consumption	Use of mains water for cooling molds at high temperature+ periodic filling of waterjet storage tank

7.11 INDIRECT ENVIRONMENTAL ASPECTS

Indirect environmental aspects are those factors over which the Company does not have total managerial control, since they concern third-party operations over which the Company can only exert a certain degree of influence. Thus, when they are evaluated, not only must their importance to the environment or the possible interest of third parties be considered, but the possibility of exerting some type of control or influence over the operations causing the relative impact must also be taken into account.

Insignificant indirect aspects are shown in the following table.

Process Phase	Environmental Aspect	Activity/System	Impact
Transportation of raw materials, semi-finished parts, auxiliary materials	Use of fuel/atmospheric emissions of exhaust gas/noise/vehicle traffic	Transport logistics	Impact of transport (fuel consumption, air pollution, noise pollution, traffic)
Design (research and development)	Use of fuel/atmospheric emissions (aspects linked to product life cycle)	Design: choices for reductions in fuel consumption and exhaust emissions, choices for reducing vehicle weight (carbon fiber body shell) and consequent reductions in fuel consumption and exhaust emissions	Impacts associated with gasoline consumption/exhaust gas emissions during car use by customers
Design (research and development)	Use of materials (aspects linked to product life cycle)	Choice of materials and auxiliary materials for building cars	Impacts regarding the life cycle of materials used for vehicle production
Purchasing of raw materials	Aspects linked to product life cycle	Choice of raw material suppliers	Environmental impacts associated with supplier activities
Purchasing of equipment	All (aspects linked to product life cycle)	Choice of equipment (printers, computers, furnishings etc.)	Impacts regarding the life cycle of purchased products
Purchase of packaging materials	All (aspects linked to product life cycle)	Choice of packaging for cars sent to sales outlets	Impacts regarding the life cycle of purchased packaging
Purchase of packaging materials	Waste (aspects linked to product life cycle)	Choice of packaging for cars sent to sales outlets	Customer production of packaging waste
Purchase of sales material	All (aspects linked to product life cycle)	Choice of packaging with which suppliers must pack materials (LOGISTICS)	Impacts regarding the life cycle of packaging materials. Production of packaging waste within the Company
Purchasing of services	All	Choice of service providers working inside the plant	Impacts regarding suppliers' activities

Process Phase	Environmental Aspect	Activity/System	Impact
Choice of external manufacturing process suppliers (outsourcing)	All	Choice of third-party manufacturing process suppliers (e.g. painting)	Impacts regarding supplier activities at their manufacturing plant
Employee policies	Use of fuel/ exhaust gas atmospheric emissions/ noise/ vehicle traffic	Employee mobility policies	Impacts linked to employee transport from home to work (fuel consumption, air pollution, noise pollution, traffic)
Local policies	All	Choices of environmental actions in the local area	Reduction of impact due to choices to compensate for the Company's environmental impact (tree planting, land redevelopment, etc.)
Local policies	All	Insurance choices	Availability of financial instruments for restoration due to environmental damage
Waste haulage	Use of fuel/ exhaust gas atmospheric emissions/ noise/ vehicle traffic	Organization of transport and the disposal of waste	Impact of transport (fuel consumption, air pollution, noise pollution, traffic)
Shipping of vehicles to dealers	Consumption of materials	Packing of finished cars by external operator	Impact associated with reduction in resources (packaging)
Shipping of vehicles to dealers	Use of fuel/ exhaust gas atmospheric emissions/ noise/ vehicle traffic	Delivery of finished product	Impact of transport (fuel consumption, air pollution, noise pollution, traffic)
Sale at dealers	Waste, use of hazardous substances (paints)	Sales and After-Sales activities (spare parts, small repairs)	Impact associated with dealer activities generation of packaging and hazardous waste, use of hazardous substances, traffic, etc.

GOALS AND ENVIRONMENTAL PROGRAM

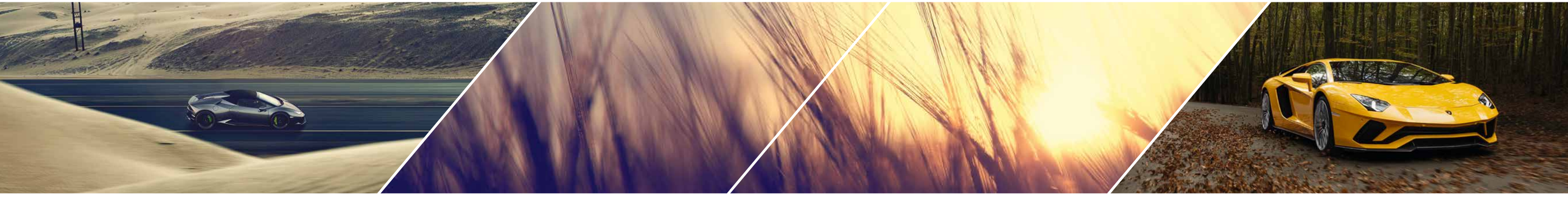
/08

Environmental aspect	Goal / Result	Actions	Function in charge	Timeframes	Status	Specific Performance Indicator/Indicator (if applicable)
Use of energy resources	Monitoring of specific electricity consumption	a) Purchase, installation and use of Schneider ION-E software to monitor electricity consumption by specific loads b) Fine tuning and monitoring of electricity consumption by department (cost centers) c) Deduction of electricity costs from annual budget of cost center	Energy&Environment Technical Services	May 2012 June 2013 (December 2017) Completion postponed to December 2018	Completed Completed In progress	EE measured by the sum of the LV panels / Electricity measured at the Transformers
Use of energy resources	Reduction in natural gas and electricity used for heating and cooling of the CFK department	a) Feasibility analysis of heat recovery from the systems in the CFK Center b) Installation of heat recovery units to recover heat from the air treatment units of the CFK cabins in order to optimize thermal/refrigeration recovery (step 1 and step 2) (Savings achieved: 117.7 TOE)	Energy&Environment Technical Services	December 2015 December 2017	In progress	TOE heating/ Winter degree days*m³ heated+ TOE air-conditioning/ Summer degree days*m³ cooled
Use of energy resources	Remote monitoring of natural gas consumption	a) Installing remote management for plant heating and cooling systems and centralized temperature control for all areas (offices and production departments) b) Checking and setting the SET POINTS for each heating plant	Energy&Environment Technical Services	December 2020	In progress	Implementation of remote management
Use of energy resources	Reduction in natural gas and electricity used for heating and cooling of the Production department	Replacement of doors and windows in production department with high thermal efficiency units (-87.46 TOE)	Technical Services	September 2015 March 2016	Completed	TOE heating/ Winter degree days*m³ heated + TOE AC/ Summer degree days*m³ cooled
Use of energy resources/ greenhouse gas emissions (CO_2)	Energy savings (see CAR calculation) Reduction in CO_2 emissions through simultaneous production of mechanical energy (electricity), heat and cold from a single fuel (NATURAL GAS)	Installation and commissioning of a TRIGENERATION plant	Energy&Environment Technical Services	May 2015	Completed	Total site TOE/vehicle tCO_2 /vehicle See Neutrality Report

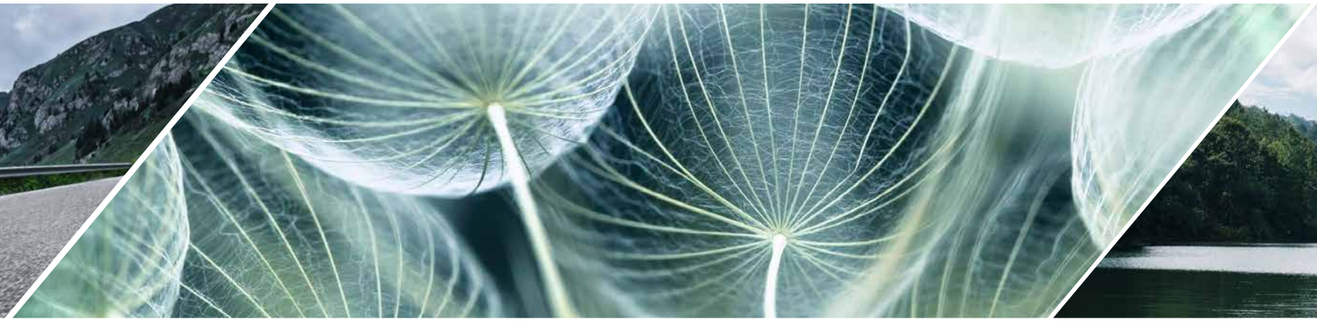
Environmental aspect	Goal / Result	Actions	Function in charge	Timeframes	Status	Specific Performance Indicator/Indicator (if applicable)
Use of energy resources/ greenhouse gas emissions (CO_2)	Reduction in natural gas consumption for heating the facilities Reduction in greenhouse gas emissions through the use of fuel with an emission factor lower than that of natural gas	Implementation of the district heating network powered by an external biogas cogeneration plant	Energy&Environment	May 2015	Completed	TOE heating/ Winter degree days*m³ cooled+ TOE AC/ Summer degree days*m³ cooled
Biodiversity	Increased local biodiversity and creation of a teaching area for the scientific and local communities	The project involves the planting of more than 10,000 young oak trees in an area of about 17 hectares (70,000 m²) in the municipality of Sant'Agata Bolognese (near Bologna). The aim is to examine the relationships between plants, their density, climate and CO_2 "Oak Forest" research project	Energy&Environment	Every fifteen years from 12/2010 (according to contract) renewable up to 75 years.	Completed In progress	
Use of energy resources	Reduction in energy consumption for compressed air	Mapping of the compressed-air distribution system; evaluation of the possibility of installing suitable valves that would allow certain parts of the system to be disconnected to shut off compressed air to areas that do not require it outside certain hours	Technical Services	December 2015	Completed	
Use of energy resources/ waste/ greenhouse gas emissions (CO_2)/ water consumption	Raising awareness among all employees on environmental topics	Launch of an internal campaign on environmental topics (carbon neutrality, separate waste collection energy saving, water consumption, etc.)	Energy&Environment HR&Organization	Periodic information campaign (same goal each year)	In progress	
Waste	Reduction in hazardous waste generation	Installation of a treatment plant for the water used to wash body shells	Energy&Environment Technical Services	February 2016	Completed	kg of hazardous waste (EWC 16.10.02 Body shell wash water) / vehicle
Use of energy resources/ greenhouse gas emissions (CO_2)	ENERGY AUDIT of entire plant	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	Energy&Environment	December 2015	Completed	

Environmental aspect	Goal / Result	Actions	Function in charge	Timeframes	Status	Specific Performance Indicator/Indicator (if applicable)
Greenhouse gas emissions	100% offsetting of CO_2 emissions due to energy consumption (Carbon Neutrality project)	• Annual purchase of green certificates to offset the emissions linked to consumption of energy from non-renewable sources • Annual purchase of carbon credits to offset the emissions from use of natural gas, gasoline and diesel	Energy&Environment	Annual Renewal	In progress	Number offset
Environmental education/ communications	Improvement in communications on environmental and energy topics	New graphic design for Environmental Statement Renewed graphic design for Environmental Statement	Energy&Environment	May 2015 May 2018	Completed In progress	
Greenhouse gas emissions	Limiting CO_2 emissions and in the event of refrigerant leaks from the cooling systems	Creation of an internal procedure defining more restrictive criteria when choosing new climate control/ refrigeration systems based on the global warming potential of the refrigerant contained Identification and progressive replacement of the systems containing GHG refrigerants by connection to the trigeneration system (updated action)	Energy&Environment	December 2016 December 2018	Completed In progress	AVERAGE annual GWP value of the gases contained in the cooling systems (six-monthly monitoring)
Greenhouse gas emissions	Reduction in emissions of greenhouse gases through use of a fuel with an emission factor lower than that of natural (biomethane) gas (-5,691 tCO_2)	Connection of the internal natural gas distribution network to a biomethane delivery point (updated action)	Energy&Environment	December 2018	In progress	tCO_2 equivalent released into the atmosphere per vehicle (annual monitoring)
Emissions into the atmosphere	25% reduction in specific VOC emissions compared to 2010 (kgVOC/vehicle)	Reduction in the use of solvent-based products used by the CFK and Upholstery departments Further reduction in consumption of solvent-based products used in the Upholstery department: increase the number of components glued with water-based adhesive	Energy&Environment	Goal for year ending 31/12/2018	Completed In progress	kgVOC/vehicle (AUDI indicator) (quarterly monitoring)

Environmental aspect	Goal / Result	Actions	Function in charge	Timeframes	Status	Specific Performance Indicator/Indicator (if applicable)
Water consumption	Analysis of the water cycle with the goal of identifying water uses	• Identifying water-intensive uses • Installation of new distributed water meters • Monitoring of individual and overall consumption • Defining an improvement program for the processes in which water consumption is particularly significant Implementation of the reduction plan for the selected processes (measures entered in the prospect registry)	Energy&Environment	December 2016 December 2017	Completed Completed	
Water consumption	Reduction in specific water consumption of 25% compared to 2010 figures by 2018	Installation of a system for recovering the water used in the water tests performed in the Pre-Series Center	Energy&Environment	Canceled	Canceled	The feasibility study determined that the project was not technically feasible due to a lack of space
Use of energy resources/ greenhouse gas emissions (CO_2)	Reduction in natural gas consumption for heating the facilities (Purchase avoided of Sm^3 of natural gas) Reduction in emissions of greenhouse gases through use of a fuel with an emission factor lower than that of natural gas (tCO_2 reduced by the use of the district heating network)	Connection of the district heating/trigeneration system to: CT 5 CT 7 (pending budget approval)	Energy&Environment	01/12/2016 December 2017	Completed	See Neutrality Report
Use of energy resources/ greenhouse gas emissions (CO_2)	Reduction in energy consumption	Installation of sensors for automatically turning the Fan Cabins in the CFK site on/off (- 538 TOE)	Energy&Environment	December 2016	Completed	Total site TOE / vehicle tCO_2 /vehicle See Neutrality Report



Environmental aspect	Goal / Result	Actions	Function in charge	Timeframes	Status	Specific Performance Indicator/Indicator (if applicable)
Use of energy resources/ greenhouse gas emissions (CO_2)	Reduction in energy consumption (CAR calculation) Reduction in CO_2 emissions through simultaneous production of mechanical energy (electricity), heat and cold from a single fuel (natural gas)	Installation and commissioning of a TRIGENERATION plant (Trigeneration 2)	Energy&Environment	June 2018	In progress	See CAR calculation See Neutrality Report (annual monitoring)
Environmental education/ communications	Improved communication on environmental and energy topics	Creation of a specific "welcome kit" for new hires, composed of a manual dedicated to company environmental and energy initiatives	Energy&Environment	Periodic renewal	In progress	
Biodiversity	Increased local biodiversity	Study of green areas for the new URUS section	Energy&Environment	December 2016	Completed	
Environmental education/ communications	Raising awareness among employees, their families and the community at large on environmental matters	Organization of sustainability-themed events at Lamborghini Park	Energy&Environment HR&Organization	Annual planning	Periodic renewal	
Analysis of environmental pollution	Analysis of the level of local atmospheric pollution Production of honey for use inside the Company, produced according to applicable regulations	Installation of an environmental bio-monitoring station, composed of three bee hives forming an apiary for the production of honey. The components of the beehive (honey, pollen, wax, propolis, the bees themselves) can be analyzed to reveal a wide range of environmental pollutants: from pesticides used in agriculture and urban and private green spaces to heavy metals, radionuclides, aromatic compounds and dioxins	Energy&Environment	Periodic renewal	In progress	
Water consumption	Reduction in potable water consumption (~7m^3/hour → ~40,300 m^3/year)	System for recovering industrial water discharged from the new Purifier	Energy&Environment Technical Services	December 2018	In progress	m^3 of well water/ m^3 of total water
Use of energy resources/ greenhouse gas emissions (CO_2)	Reduction in energy consumption due to lighting	Replacement of fluorescent tubes and installation of new LED lighting systems in the corridors of the CFK department (-7 TOE)	Energy&Environment CFK Technologies	February 2017	Completed	CFK electricity consumption / body shell
Use of resources/sustainability	Construction of an LEED certified building (Office Block 1)	Construction of the building to LEED criteria and attainment of the certification Note: LEED certification (Leadership in Energy and Environmental Design) certification promotes a sustainability-oriented approach, recognizing the performance of buildings in key sectors such as energy and water savings, reductions in CO_2 emissions, improvements in the ecological quality of the interiors, the materials and resources used, the project and the choice of site	Technical Services	September 2017	Completed	Construction of the building Obtainment of LEED Platinum certification
All (in managing modifications)	Monitoring of all changes relating to processes or systems	a) Creation of automatic purchase request/purchase order report for some asset classes to perform an "environmental analysis" on purchases in specific categories b) Awareness campaign with fliers inside the ES	Energy&Environment IT System	June 2017	Completed	Automatic creation of report Preparation of information flyer
Environmental education/ communications	Raising awareness among visitors on environmental matters	Adding a visit to Lamborghini Park in the museum visit route	Energy&Environment Marketing Operations	December 2019	In progress	
Environmental education/ communications	Educational route for schools in Lamborghini Park	Define an educational route for schools in Lamborghini Park during school visits or summer camps	Energy&Environment Marketing Operations	December 2017	Goal temporarily suspended	Definition of educational route
Noise	Noise abatement and mitigation in the CFK department	Noise abatement and mitigation: • New Cala Rossa booth • NewCala Rossa drivers • West entrance area • Production mezzanine • Movement of vacuum pumps to external area • Wash robot technical mezzanine paneling • Soundproofing of wash pumps • BIW Line paneling • Carbon Look booth technical mezzanine paneling	CFK Technologies &Safety Energy&Environment	December 2017	Completed	Implementation of measures



Environmental aspect	Goal / Result	Actions	Function in charge	Timeframes	Status	Specific Performance Indicator/Indicator (if applicable)
Training	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 to all new hires	Energy&Environment HR&Organization Compliance	Monthly renewal	In progress	
Water consumption	Reduction in specific water consumption of 25% compared to 2010 by 2018, through the installation of a water recovery system in autoclave 1 (-5,400 m^3/year)	Equip autoclave 1 (including motor) with a closed-circuit water recovery system like for autoclave 2 Inspection and feasibility study Design Implementation of the measure	Energy&Environment Maintenance R&D	December 2017	Goal entered into the prospect registry	m^3 of water consumed/ vehicle in the current year compared to 2010 (quarterly monitoring)
Sustainability/ reduction in indirect emissions of greenhouse gases	JoJob App for Company Carpooling service	Implementation of a company carpooling service which allows employees to share their commutes in a comfortable, convenient and flexible manner. The service also allows CO_2 emissions reductions to be measured	Energy&Environment HR&Organization	December 2017 In progress	Periodic renewal	Installation of JoJob APP made available for use Periodic preparation of incentive plans
Use of energy resources/ Greenhouse gas emissions (CO_2)	Optimization of operation of the trigeneration and external district heating plants	Modification to the supervision software through the creation of an algorithm that cascade manages the activation of the three energy production units	Energy&Environment Plants	December 2018	New goal	Modification of the monitoring software
Environmental education/ Communications	Creation of a section dedicated to the environment on the Life intranet portal	Preparation of content and documents Creation of the webpage	Energy&Environment HR&Organization Compliance	December 2018	New goal	Creation of a new page on the corporate intranet
Water consumption	Remote monitoring of water consumption	Mapping of water meters in the plant and their remote management	Energy&Environment Plants	December 2018	New goal	Remote management of water meters
Use of energy resources/ Greenhouse gas emissions (CO_2)	Remote monitoring and management of energy consumption	Step 1: mapping of level of Lamborghini automation Step 2: remote management of gas meters (PDR), revamping of heating plant, building automation	Energy&Environment Plants	September 2019	New goal	Completion of remote management of energy consumption meters
Use of energy resources/ greenhouse gas emissions (CO_2)	Optimization of operation of 3 systems to bring efficiency into line giving priority to district heating, trigeneration 1 and trigeneration 2	Installation of software to optimize operation of trigeneration/district heating system	Energy&Environment Plants	April 2020	New goal	Implementation of measure
Waste	Reduction in amount of waste sent for disposal (- 80 tonnes/year)	Research into the recycling of carbon fiber	Energy&Environment Plant	December 2019	New goal	kg of non-hazardous waste generated (EWC 04.02.09 composite-material waste) / vehicle

GLOSSARY

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When this Environmental Statement was drawn up, an effort was made to use simple language so that the document is easy to understand and can be read by the greatest number of people. Nevertheless, it was necessary to use a certain number of technical terms which are not in common usage. Brief explanations of these terms are given below.

Concept	Description
Environmental aspect	Element of an organization's products, services or activities which can interact with the environment (ISO 14001 - Point 3.6). NOTE: a significant environmental aspect is an environmental aspect which has a significant environmental impact.
Environmental impact	Any modification to the environment, negative or beneficial, which is caused wholly or in part by an organization's environmental aspects (ISO 14001 - Point 3.7).
BOD (Biological oxygen demand)	Quantity of oxygen necessary to biologically oxidize the organic substances present in waste water. The higher the BOD, the greater the concentration of organic substances present.
COD (Chemical oxygen demand)	Quantity of oxygen necessary to chemically oxidize both the organic and inorganic substances contained in waste water. The relationship between COD and BOD is an index of the biodegradability of the water.
TOE (tonne of oil equivalent)	Unit of energy measurement. TOE is used, for example, in energy accounts and statistical evaluations and is equivalent to the amount of energy released by the combustion of one tonne of crude oil.
Ozone layer	Ozone is a gas present in significant concentrations in the stratosphere, the atmospheric layer between approximately 17 and 48 km above the earth's crust, where it forms a protective barrier against solar UV radiation.
Special waste	a) Farm and agricultural waste [...] b) Refuse from construction, demolition as well as hazardous waste deriving from excavation [...] c) Industrial manufacturing waste d) Craft manufacturing waste e) Business/retail waste f) Refuse from service activities g) Waste deriving from recycling and disposal, sludges produced by water purification and other treatments and purification of waste water and fume abatement h) Medical waste
Greenhouse gases, GHG	Gaseous component of the atmosphere, both of natural and anthropogenic origin, which absorbs and emits radiation at specific wavelengths in the infrared spectrum emitted by the surface of the earth, the atmosphere and clouds. GHGs include carbon dioxide (CO_2), methane (natural gas, CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulfur hexafluoride (SF_6) (ISO 14064 - Point 2.1).

Concept	Description
Greenhouse Gas Emission	Total mass of a GHG released into the atmosphere over a specific time period (ISO 14064 - Point 2.5).
Greenhouse Gas Source	Physical component or process which releases a GHG into the atmosphere (ISO 14064 - Point 2.2).
Emissions factor	Factor which relates data on activities to GHG emissions (ISO 14064 - Point 2.7).
CFK Center	CFK (Carbonfaserverstärkter Kunststoff = Carbon Fiber Reinforced Plastic - CFRP) Center for production of carbon fiber body shells.
Carbon dioxide equivalent (CO_2 equivalent)	Unit which allows the radiant power of a GHG to be compared with that of carbon dioxide (ISO 14064, Point 2.19).
ISO 14001	ISO 14001 identifies an international standard which defines the requirements for the environmental management system of any organization.
ISO 14064	ISO 14064 identifies an international standard which specifies principles and requirements – at the organizational level – for quantifying and reporting emissions of greenhouse gases, and for removing them.
DNV GL Carbon Neutrality Protocol	Protocol which establishes the requirements to be met by organizations who wish to publish a declaration in which they clearly set our their commitments with regard to reducing and/or neutralizing the greenhouse gas emissions associated with their activities.
EMAS	Eco-Management and Audit-Scheme Method based on EC Regulation 1221/2009 on organizations' voluntary participation in an EU-wide system of environmental management and audits.
Carbon Credits	Carbon Credits are used to offset CO_2 emissions. Purchasing these credits finances projects to offset CO_2 emissions which can be performed outside of the organization itself. One credit is equivalent to 1 tonne of CO_2.
Green certificates	A Green Certificate conventionally certifies the production of 1 MWh of renewable energy fed into the grid by IAFR (systems powered by renewable resources)-qualified systems.
LEED	Leadership in Energy and Environmental Design Building certification system developed by the U.S. Green Building Council which assesses the sustainability of buildings.

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