

Environmental Declaration 2025



**Audi sites
Ingolstadt,
Münchsmünster,
Neuburg,
Neustadt**



This environmental declaration provides facts and figures regarding the continuous improvement of environmental management at the Audi site in Ingolstadt, Audi production in Münchsmünster, Audi Neuburg and Audi Neustadt in accordance with the environmental management system of the European Union on the basis of EMAS. In addition, the environmental declaration provides information on current developments.



Content

Preface	5
Common Corporate Policy	6
Environmental management	10
Methods and tools in environmental management	12
Automotive production	14
Compliance with environmental law regulations	16
More sustainable products	18
Facts & figures	21
Audi site Ingolstadt	22
Audi site Münchsmünster	24
Audi site Neuburg	26
Audi Neustadt test site	28
Environmental impacts of the sites	30
Noise pollution control	34
Site contamination	36
Development of core indicators, 2020–2024	38
Environmental programs	60
Validation	66
Registration data with the Chamber of Commerce	67
Certification	68
Glossary	70
Publishing details	71

Dear Readers,

Mobility is undergoing transformation – and with it, our commitment to shaping it responsibly. At Audi, we combine technological innovation with a sustainable way of thinking to develop tomorrow's mobility in an efficient, future-focused and environmentally conscious way.

We strive for mobility that minimizes environmental impact along the entire value chain and consistently reduces the use of fossil energy sources. By no later than 2050, the Audi Group wants to achieve net carbon neutrality* across all areas of the company.

A significant milestone on this path has already been achieved: Since the beginning of this year, all Audi production sites have engaged in net carbon-neutral* production operations. But our commitment extends beyond climate protection. With our environmental program Mission:Zero, we are focusing not only on decarbonization, but also on resource efficiency, the responsible use of water and the preservation of biodiversity. Because holistic environmental protection is, for us, a central prerequisite for more sustainable mobility.

With this Environmental Declaration 2025, we offer you a transparent insight into the environmental performance of our sites in Ingolstadt, Münchsmünster, Neuburg and Neustadt – and show the concrete measures we are taking locally to continuously improve our processes and products.

More sustainable mobility is the result of consistent action.
We invite you to join us on this journey.

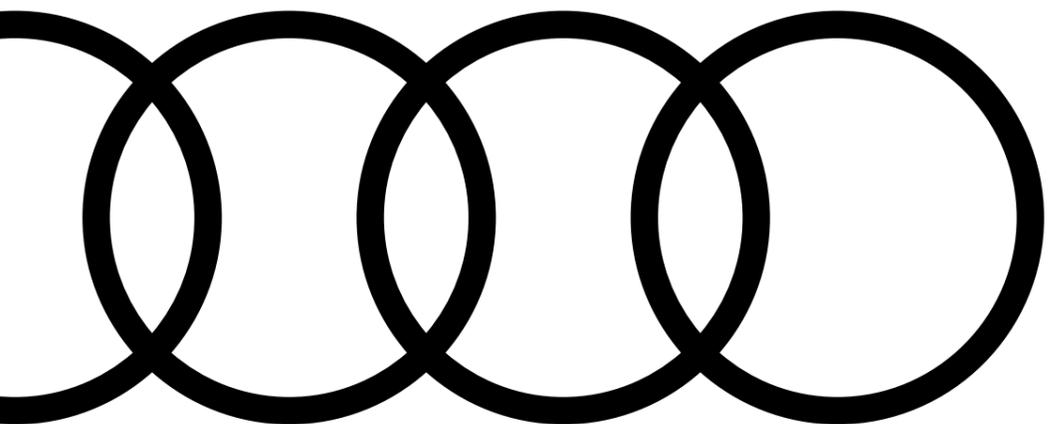


Dr. Siegfried Schmidtner
Plant Management Ingolstadt
Environmental Management Officer, Sites



Dr. Martin Vu
Head of Technical Development Steering
Environmental Management Officer, Product

Common Corporate Policy



AUDI AG develops and produces vehicles worldwide and organizes their distribution as well as various mobility services. Our goal is to become a leading provider of sustainable mobility and to be a role model in the use of natural resources in order to position our company in a sustainable and future-proof way. Our products and services are designed to help our customers reduce their environmental footprint. This also makes a significant contribution to maintaining our competitiveness and securing jobs.

At the same time, AUDI AG is committed to sustainable and responsible action and to occupational health and safety, always guided by clear quality standards. Product integrity remains an inviolable basic principle.

I. Preamble

The members of the Board of Management, managers and all employees are guided by the corporate values set out, for example, in the Code of Conduct. They comply with legal and regulatory requirements as well as voluntary commitments and internal regulations. In their function as role models, the Board of Management and managers undertake to comply with the corporate policy and values.

The Board of Management ensures that the requirements for quality, occupational health and safety, as well as the environment and energy are implemented in the company via corresponding internal regulations and that the necessary information is

available. The resources required to maintain the management systems must be made available. All employees are made aware of this and responsibilities and roles are assigned and communicated. Our managers ensure that all employees are informed and qualified for the tasks assigned to them.

The following are of crucial importance:

- > Compliance with fundamental ethical principles and human rights
- > Compliance with legal and regulatory requirements
- > Requirements of our customers
- > Needs of society and of employees
- > Compliance with voluntary commitments



Gernot Döllner – Chairman of the Board of Management.

It is important to us to involve our employees, customers, suppliers, legislators, authorities and other interest groups. We want to better understand their expectations and requirements. We take their suggestions into account in our management systems, evaluate them carefully, and incorporate them into our processes, products and services.

We derive our targets for quality, occupational health and safety, the environment and energy from our corporate strategy. These goals are actively pursued across all levels of the company. Each division is responsible for the realization and management of these goals.

The Board of Management, managers and employees of AUDI AG are called upon to actively contribute to the issues of quality, occupational health and safety, as well as the environment and energy. We strive for continuous improvement in our daily work, including our management systems, and the constant optimization of our processes and results.

All employees at all sites, in all divisions across all hierarchical levels, participate in our processes in accordance with their responsibilities and thus contribute to the maintenance and further development of the individual management systems.

II. Specific part

1. Quality

Our aim is to excite our customers with tangible premium quality and not just meet their expectations, but exceed them. By implementing standardized and controlled processes, we ensure that our products always meet the conformity requirements and that product compliance is guaranteed.

We rely on continuous customer feedback and the efficient use of quality data to achieve sustainable improvements and continuously develop our products and services. This is how we create trust and long-term satisfaction for our customers.

2. Occupational health and safety

Prevention of work-related accidents and illnesses by providing a safe and healthy working environment as well as maintenance, promotion and support for restoring health are important elements of sustainable corporate governance.

AUDI AG supports all employees by preventively promoting their health and safety and by designing workplaces that are safe, healthy and conducive to performance. The strengthening of physical and mental health within the framework of integrated occupational health management is taken into account in the same way as the minimization and avoidance of work-related hazards and risks.

Together, we strive to create a culture in which work is not only carried out according to rules and regulations, but in which each person also takes care of their own health and safety and that of others on their own initiative.

3. Environment and Energy

We are committed to the Paris climate goals and we are aware of our responsibility for our products and actions and of the effects of our business operation on the environment and society. We use our globally networked innovative strength to reduce our ecological footprint and counter the associated challenges over the entire life cycle of our vehicles.

Our managers at all organizational levels of AUDI AG are aware of the environmental risks that arise from their business activities. Through words and actions, they confirm their commitment to and stance on acting in accordance with the law and the company and accepting their function as role models with regard to the environment. They are responsible for ensuring that the requirements described in this document are implemented and complied with in their area of responsibility.

In their areas of responsibility, our managers create an appropriate framework in which employees and business partners can communicate sensitive environmental and energy issues openly and without fear of negative consequences. In corporate decisions, the environment and energy are considered together with other company-relevant criteria.

Our energy and environmental compliance management systems ensure that ecological aspects and obligations in our business activities are identified and appropriately considered. This includes the prevention of incidents and the limitation of their consequences as well as the aspects of plant safety and of energy consumption. Environment-related

misconduct and intentional disregard or deception are treated as regulatory violations, in accordance with our organizational policies and operational regulations, and may result in consequences under labor law. The conformity of our actions with the requirements of this document and other environmentally relevant company requirements is evaluated annually and reported to the Board of Management of AUDI AG.

We follow a life cycle-based approach of reducing environmental risks and seizing opportunities to protect our environment. These include among other things the progressive integration of renewable energies, decarbonization, sustainable supply chains, resource efficiency (e.g., by applying principles of a circular economy) and improving energy efficiency. We seek to achieve a reduction in the ecological impact of our products while at the same time taking into account economically sustainable feasibility. Our understanding of sustainability means bringing our activities with regard to environmental, social and governance matters into harmony so that our actions also make us successful in economic terms. That is the only way we can continue to produce innovative technologies. To prove that we have achieved our goals, we disclose key environmental indicators (KPIs) annually and report transparently on the progress of our efforts.

We provide comprehensible information in our reports and in our communications with stakeholders.

As part of our efforts to continuously improve the environmental impact of our products, services, processes and production facilities and to optimize

them in terms of energy, our internationally recognized energy and environmental compliance management systems are validated by independent auditors. This includes the obligation to continuously improve the control of incident risks. This ensures that environmental and energy requirements are taken into account not only in our core businesses but also in our decision-making processes. We use our global network of experts from our site locations around the world to be able to identify and put in place best practices in environmental technologies and environmental management. We seek a leading role in up-and-coming environmental developments and regulations in science and technology.

III. Commitment

Our commitment to quality, occupational health and safety, as well as the environment, and energy forms the equal foundation for a long-term corporate strategy.

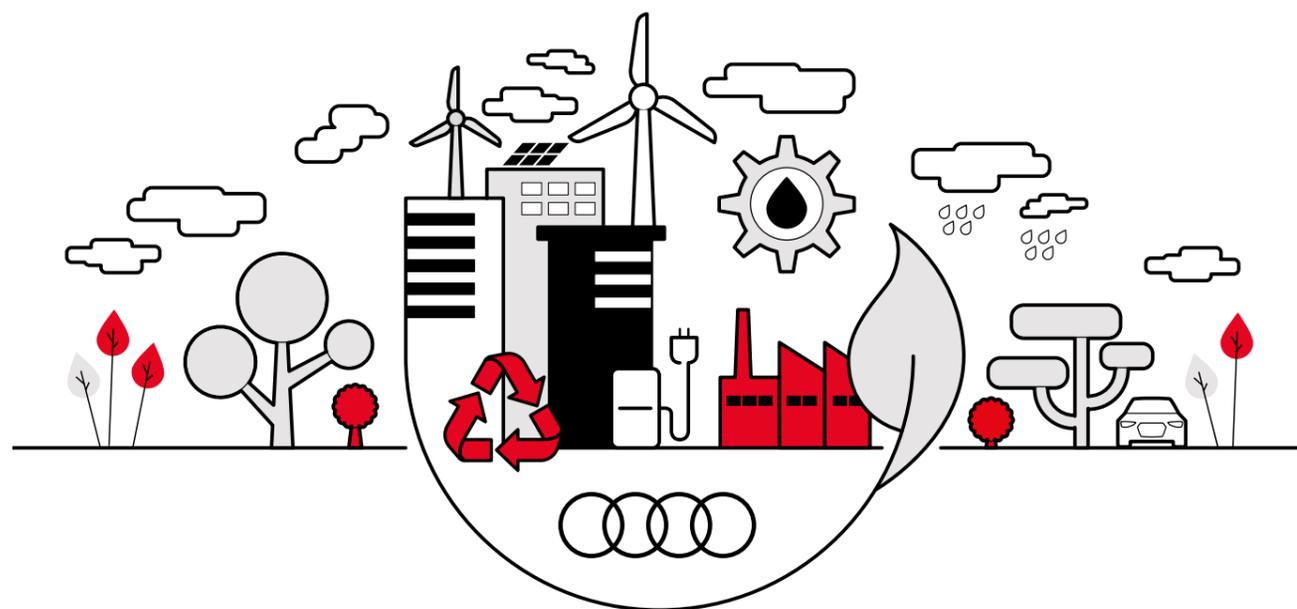
Ingolstadt, January 2025



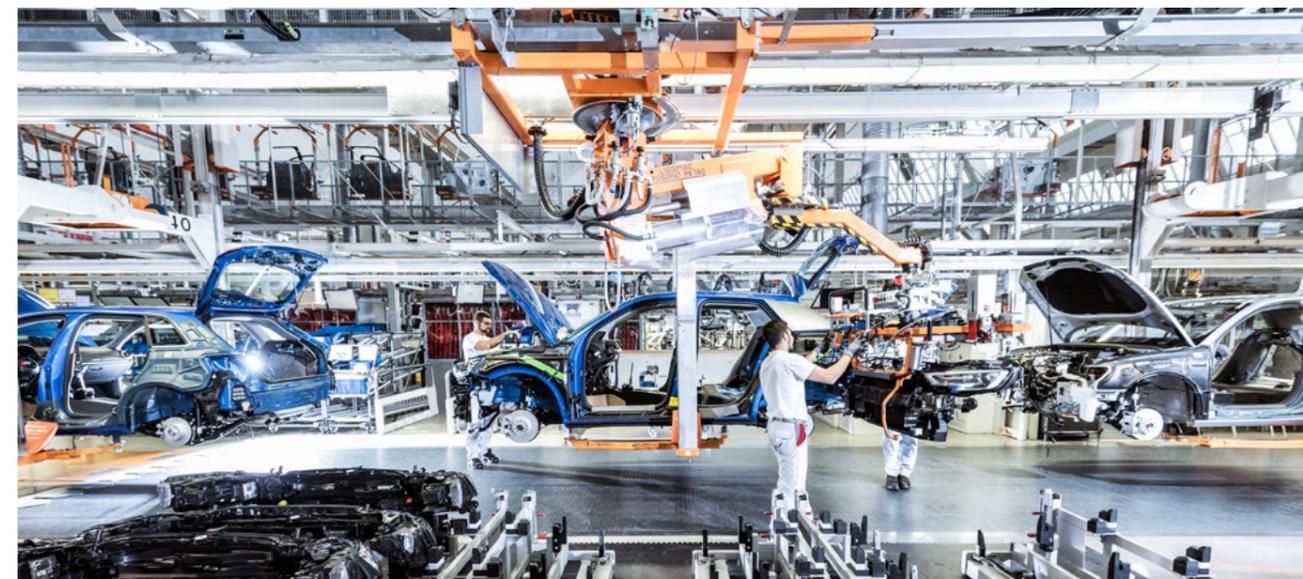
Gernot Döllner
Chairman of the Board of Management



Environmental management



Audi already decided back in 1995 to introduce an environmental management system according to the EMAS regulation and thus committed itself to continuously improving its environmental footprint and bringing its employees on board.



Audi has felt obliged to continuously improve its company environmental performance for a long time.

Organization of the environmental management system of AUDI AG

The highest level of management of the company, the Chairman of the Board of Management, bears the overall responsibility for the environmental management system of AUDI AG. The responsibility for product-related environmental protection is delegated to the Board Member for Technical Development. Legal conformity of the products of AUDI AG is ensured in the course of the product development process and a final internal approval. External approval is granted as part of the homologation process. The responsibility for the issues regarding site-related environmental protection is delegated to the Board Member for Production and Logistics. They also bear the overall responsibility for the systems that are relevant under immission control law in addition and are appointed here in accordance with Section 52b of the Federal Immission Protection Act (BImSchG). Responsibility is passed on to the subordinate system operators.

The following sections describe further key roles and functions.

► **Dr. Siegfried Schmidtner is Plant Manager and Environmental Management Officer for the sites**

Environmental officer and environmental management officer

The Head of Environmental Protection takes on the role of environmental officer for the Ingolstadt, Münchsmünster, Neuburg and Neustadt sites. In this role, they are responsible for checking that compliance with all site and system requirements is ensured. In addition, the environmental officer performs the duties of the legally required officers for environmental protection (e.g., those of the waste officers, water conservation officers and immissions control officers). In this role, they report to the Plant Manager. As the environmental management officer, the Plant Manager is in charge of the organization and effectiveness of the site-related and production-related environmental management systems.

The responsibility for implementation for product-related environmental protection was centralized and assigned to an environmental management officer from Technical Development. This task is performed by the head of the Steering Technical Development Division (I/EZ).

The Common Corporate Policy (section on Environment and Energy) of AUDI AG as well as the Corporate Policies on the Environmental Compliance Management System (U_029), which regulate the tasks, authorities and responsibilities in detail, form the basis of our actions.

Company environmental protection and Group environmental protection

The Environmental Protection employees at the site (including the environmental officers) work on the individual specialist areas that arise from environmental law (immissions control, water conservation, soil protection, biodiversity and waste).

The tasks of the “Group Environmental Protection” department include ensuring the operation of the site-, system- and building-related elements of the environmental management system, and they are also responsible for Corporate Policy 029 in this regard. The further tasks of the department include performing internal environmental and energy audits.

Environmental protection experts and specialist area coordinators for ECMS product

The environmental protection experts and the specialist area coordinators for ECMS product are a key element of the environmental management system of AUDI AG. They are assigned environmentally relevant topics in their departments and areas and play an important role in communication due to their on-site presence. Their tasks include promoting environmentally friendly ways of thinking and acting, working toward the proper operation of systems (environmental protection experts), working toward implementing environmentally specific requirements

in the context of product development (specialist area coordinators for ECMS product) and regular reporting on environmentally relevant topics within the environmental management system.

The implementation

► **of internal environmental audits is another task of the “Group Environmental Protection” department.**

Certification/validation

The continuous improvement of the environmental performance of the tasks, products and services of AUDI AG and the effectiveness of the environmental management system is planned and checked regularly by means of internal and external audits. Proof of the introduction, effective maintenance and continuous improvement of the environmental management system (ECMS) at AUDI AG is based on validation according to EU Regulation (EC) No. 1221/2009, also referred to as EMAS.

The EMAS validation is performed by external accredited environmental auditors and is documented accordingly in the EMAS register.

Methods and tools

in environmental management

A functioning environmental management system requires a precisely regulated operational structure, defined processes, trained employees and regular checks and audits. In addition to the feedback from auditors and employees, key figures are the most important element when it comes to monitoring environmental performance.

Environmental performance indicators

The measurement and evaluation of process data is the starting point for all measures for improvement. These include energy quantities, material flows and product figures. The material flows include process materials that are delivered to the plant as well as the water consumption at the site. The amounts of waste and wastewater as well as air emissions are also recorded. Production activities at the site comprise a total of roughly 90 individual parameters. The key figure system undergoes continuous further development, for example to provide the individual production areas with a tool for managing their environmentally relevant parameters.

Core indicators

Audi publishes the core indicators set out in EMAS from the six key areas of energy efficiency, material efficiency, water, waste, land consumption with regard to biodiversity and emissions to the air (see section "Development of core indicators 2020–2024," page 38ff). The progress of the core indicators provides an insight into the development of the key environmental aspects at the site in question.

Core indicator A (input/output)

Energy efficiency:

The entire direct energy consumption in MWh, which is made up of electrical energy, thermal energy and the fuel usage for production purposes, is calculated here. The percentage of renewable energy is shown as well.

Material efficiency:

In order to produce a car, thousands of parts and process materials must be delivered by suppliers to the production site. Recording these parts and materials would require an immense effort and involve inaccuracies that are difficult to estimate since the production figures and the models produced can vary strongly in the course of the reporting period. In order to enable an annual comparison nevertheless, Audi has decided to show the material usage as the sum of the overall production quantity and all resulting waste for the production sites. Since all materials coming into the plant also leave it again, this procedure

provides a sufficient level of accuracy. The use of steel, aluminum and paints is shown for the production sites in addition.

Water:

The core indicator of water corresponds to the total fresh water consumption at the site in m³ and is composed of the consumption of purchased drinking water, well water (internal and external procurement) and, if available, treated rain water. The amount of wastewater in m³ is also shown.

Waste:

The quantities of non-hazardous and hazardous waste are added together here and shown in metric tons. Metal waste is shown separately. In addition to these two values, the partial quantities to be discarded and recycled are also listed.

Land consumption with regard to biodiversity:

The information on the overall area of the site and the sealed surfaces in m² (buildings, routes and storage space) is used as the benchmark here. In addition, the entire natural area at the site and away from it – if present – is shown for the first time for 2019.

Emissions:

In the area of emissions, the overall emissions of greenhouse gases are shown in metric tons of the CO₂ equivalent from each of the existing emission sources. These include the CO₂ emissions from stationary systems, direct CO₂ emissions from mobile systems and the quantities of halocarbon (HFC, HCFC) and sulfur hexafluoride (SF₆) that escaped from leaks in cooling systems and air conditioning units. In addition, the amounts of nitrogen oxides (NO_x), dust (PM) and sulfur dioxide (SO₂), as well as volatile organic compounds (VOC) from stationary systems are listed.

Core indicator B (reference value)

Product output:

Audi considers the product output (total output volume) for the production sites to be the total mass of all vehicles and automotive components produced at the site, including the parts delivered to other plants (e.g., press shop parts) within one year (metric tons of products per year). Audi has specified the number of customers per year as the reference value for the



Production at the Ingolstadt site.

Neuburg site. For the Neustadt site, the number of users (test drives) per year was specified as the reference value. The produced vehicles (in units per year) and the pressed parts produced for external customers (in metric tons per year) are shown for the vehicle-producing plant in addition.

Core indicator R:

These indicators represent the ratio of core indicators A to B: $R = A/B$. The materials, material flows and energy quantities are therefore considered in relation to the product output (total output volume or number of customers).

Impact points (IP)

The impact points method has been used since 2023 to show the environmental performance of the sites as a whole, with all the different environmental aspects. This environmental performance assessment was developed by Volkswagen, the different brands and external partners. Seven quantifiable environmental aspects (primary energy requirement, CO₂ equivalents, air pollutants, local water consumption, water pollutants, waste volume, power plant emissions) are considered to categorize and weight the environmental impacts and to assess them with what are known as eco-factors.

There is a separate eco-factor to be used for each environmental aspect. The eco-factors were formed according to the "method of ecological scarcity." The level of an eco-factor describes both the relevance of an environmental aspect as compared to another aspect and the resilience of the ecosystem. The less resilient an ecosystem is, the higher the eco-factor. The limit is based on national legislation, international goals or scientific principles.

The environmental impact (impact points) of an environmental aspect (e.g., CO₂) is calculated by multiplying the corresponding environmental effect (e.g., CO₂ emissions in metric tons) with the corresponding eco-factor

(e.g., IP/metric ton of CO₂ emissions). The greater the environmental impact of an environmental aspect, the higher the number of impact points. The aggregation of all the impact points from different environmental aspects thereby allows the environmental impact of a site to be expressed with a figure.

The advantage of the method of converting environmental impacts into impact points is that different environmental aspects can be compared and the environmental impact of the site can be shown as a single score, which allows the sites to compare themselves with themselves and among each other.

In addition to the assessment of quantitative environmental aspects using the impact points method, the plan is to assess further, more qualitative environmental aspects such as biodiversity and mobility on the basis of the fulfillment or non-fulfillment of certain criteria of a site checklist.

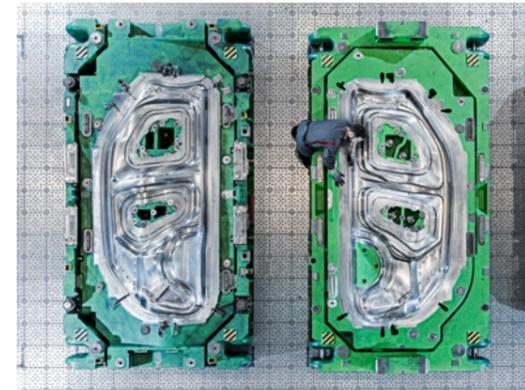
These assessment methods are replacing the system for recording and assessing environmental aspects (SEBU) that was used so far.

Environmental goals/environmental program

In order to make progress in the context of the commitment to the continuous improvement of the environmental performance, audits are carried out regularly, the employees are trained and key figures are recorded, tracked and evaluated. Environmental goals, which are implemented in concrete projects, are developed on the basis of these experiences and results as well as specifications from the Common Corporate Policy (section on environment and energy) of Audi, Group goals, statutory environmental requirements and the significant environmental impacts. The environmental program at the end of this Environmental Declaration contains a collection of the most important environmental goals within the EMAS auditing cycle.



Body shop



Press shop



Paint shop

Environmental aspects in the press shop

Noise and vibrations caused by the movement of the presses and tools that weigh several tons, hydraulic oil in the presses and what is known as the drawing oils that are sprayed on the sheets for more gentle processing. By enclosing the presses and decoupling the vibrations from the building, the noise and vibrations are contained within the building. The powertrains containing hydraulic oil are equipped with drip pans.

3_Body shop

In the body shop, the individual parts produced in the press shop are joined together by robots in an almost entirely automated process to form the body shell. Different joining methods such as bonding, welding, crimp sealing, riveting, etc. are used here. Each joining method has its specific advantages for enabling maximum strength with minimum body weight.

Environmental aspects in the body shop

Unhardened adhesives, emissions of dust and hazardous materials from the grinding and welding processes as well as noise from manufacturing equipment and ventilation systems. High economic efficiency and an increase in quality are achieved through the use of operating facilities driven by electric and servo motors. These are more efficient and allow more precise adjustment. As a result of the conversion to such energy-efficient operating facilities, it has been possible to reduce the energy requirement and therefore also CO₂ emissions.

4_Paint shop

In the paint shop, the bodies made of steel and aluminum receive their protective and colored surface. First of all, they are cleaned and degreased. In the next step, paint layers that provide protection against corrosion and rock chips are applied in immersion baths or sprayed on. Additional coats of paint then provide the color and sealing.

Environmental aspects in the paint shop

Process waters containing heavy metals, solvent emissions and paint sludge. First, the heavy metals are removed from the process wastewater in a preliminary process and then treated with membrane bioreactor in the plant's own wastewater treatment facility so that the majority of the water can be reused in the plant as process water. Solvent elements in the exhaust air are removed in thermal post-combustion systems. The resulting waste heat is then used to dry the bodies after painting. Continuous further development of paint application techniques helps to reduce what is known as overspray, i.e. the amount of paint that does not stay on the body. This reduces the use of paint and the amount of paint sludge.

Environmental relevance

► is recorded and evaluated for all production processes: from logistics and press shop to body shop and paint shop all the way to assembly.

5_Assembly

In assembly, all the parts, including the engine and transmission, suspension, wheels, windows, seats, cockpit, etc. are installed until the vehicle is complete. Quality and function checks complete the production process.

Environmental aspects in assembly

Packaging materials that arise in larger quantities here, as most parts are delivered by suppliers or other plants and are packaged in foil, cardboard, etc. for protection. In addition to the material and energy recycling of this waste, the attempt is made to transport as many parts as possible in reusable containers.

Automotive production

The following section briefly describes the key steps involved in producing a vehicle and discusses the environmentally relevant aspects.

1_Logistics

The production of a complex product such as a modern vehicle requires thousands of parts and preassembled components which are transported to the automotive plant "just in time" via a network of numerous suppliers – by rail and truck. Steel and aluminum sheets are supplied as rolls, known as coils, or as pre-cut blanks for further processing. The same applies to the paints and operating fluids that are filled into the vehicle in the course of production (hydraulic oil, brake fluid, fuel, etc.). Logistics management is highly complex and therefore computer-assisted.

Environmental aspects in Logistics

Especially the traffic volume of trucks and emissions caused by the transport (carbon dioxide [CO₂], carbon monoxide [CO], nitrogen oxides [NO_x] and traffic noise). Emissions and noise are reduced by means of intelligent logistics management and transporting as many goods as possible by rail.

2_Press shop

The delivered steel and aluminum sheets (coils, blanks) are pressed into body parts in the press shop. Multiple consecutive processing steps are usually necessary to create side panels, doors, hoods, etc.

Compliance with environmental law regulations

Compliance with legal specifications is a matter of course for AUDI AG and all employees. All employees in Environmental Protection as well as the environmental protection experts participate in regular training courses on environmental law. A further exchange takes place via working groups of the Environmental Protection employees in the Volkswagen Group. All employees in Environmental Protection have access to a legal database.



The Audi Ideas Program: in over 20 years, employees have submitted more than 58,000 clever ideas.

Emergency provisions

In order to keep the environmental risks caused by possible operational disruptions (e.g., fire, handling of chemicals, production) to a minimum, technical and organizational measures have been specified for the sites. The contingency plans are continuously updated. A well-trained plant fire department that is well equipped with emergency vehicles is always on call. Thousands of signaling devices (smoke, fire, leakage of liquids) are installed in the security and control centers so that measures can be taken immediately in the event of an alarm notification.

Involvement of the employees/Audi Ideas Program

The basics of production and important processes are described in the Audi Production System (APS), including all key aspects of environmental protection and possibilities for saving energy. The employees can use the APS to obtain information and also take part in various training courses suitable for their function, for example as employees in manufacturing planning, as apprentices or as group leaders in Production. In addition, all employees are encouraged to offer suggestions for protecting the environment and saving energy in the Audi Ideas Program.



More sustainable products

Audi Genuine Accessories manages approximately 2,500 accessory products, which are offered as additional equipment: from trailer hitch to roof box and wheel rims to floor mats and car care products. Product managers Simone Eichhorn, Daniel Klotz, Astrid Paul and Daniela Richter are part of the team that is responsible for the accessories portfolio. The move toward greater sustainability is especially important to them.

Interview with Astrid Paul, Simone Eichhorn, Daniela Richter, Daniel Klotz

What prompted your projects?

Astrid Paul: A switch to more sustainable shop packaging at Audi has already been under discussion since 2019, long before the new European Packaging and Packaging Waste Regulation (PPWR) was adopted in February 2025.

Our previous shop packaging was black. The bottles of the care products could not be detected by the sorting machines in the recycling process due to their color and were therefore not recyclable at all. Boxes were coated with a thin plastic film to protect the surface. There was also significant potential for optimization in terms of the packaging size and inside packaging.

The Packaging Regulation includes new recycling requirements and minimum recycled content quotas as well as a reduction in packaging volume. With Audi's transition, we are already exceeding most of the requirements that will apply from 2030 onward and can, for the most part, already meet the measures that will be mandatory in 2040.

Simone Eichhorn: Around three years ago, we surveyed 400 Audi drivers about more sustainable cleaning and care products to get a sense of how important sustainability is to them and what properties these cleaning products should have.

The result of the survey showed that sustainability is an important purchasing criterion for a large proportion of our customers.

For us, this confirmed that we should place even greater emphasis on sustainability aspects in future product development.

Daniela Richter: The all-weather floor mats and luggage compartment trays show that targeted changes can already achieve significant contributions to environmental protection.

Starting with the Audi Q6 e-tron model, we now use only TPE plastic with at least 20 percent recycled content for the production of all-weather floor mats and luggage compartment trays in all new models. This benefits the environment, while customers can still enjoy the familiar product quality.

In addition, by reducing packaging for the floor mats, we can save around 54 metric tons of plastic and roughly 34 metric tons of paper waste each year.

How do you make sure that these new products live up to the promise of less environmental impact and increased sustainability?

Daniel Klotz: Together with the supplier, we examine where materials in the products as well as packaging and packing volume can be changed and/or reduced. In addition, the specification document that suppliers receive outlines the requirements that apply to all materials used.

What is the current project status? How does your timeline look?

Astrid Paul: Introduction of the new shop packaging has been in progress since the third quarter of 2024. Only new products are being switched to the new shop packaging as well as existing products for which a new production run of the packaging is required. Remaining stocks of the previous black packaging are being used up to avoid waste during the transition.

Simone Eichhorn: There have been four new cleaning products since the second quarter of 2025: glass and universal cleaner, leather and upholstery cleaner, car cleaning concentrate and windshield cleaner concentrate.



The move toward greater sustainability is especially important to them: (from left to right) Daniela Richter, Astrid Paul, Daniel Klotz and Simone Eichhorn.

Is an extension of the more sustainable product portfolio planned?

Daniel Klotz: When implementing further, more sustainable products for Audi Genuine Accessories, we first evaluate which materials, technologies and packaging we can use. We are committed to the responsible use of resources along the value chain. As well as the projects just mentioned, digital installation instructions are a further example. Within the scope permitted by

law, we have been able to significantly reduce the use of instructions on paper or even avoid them altogether.

What has support from company management been like for your projects?

Daniel Klotz: AUDI AG views environmental protection as an element of corporate responsibility. As a result, our projects – from the idea to its realization – are supported in every respect.

Facts & figures

This compilation documents the performance of Environmental Management at the Audi sites in Ingolstadt, Münchsmünster, Neuburg and Neustadt.



Audi site Ingolstadt

The Audi site in Ingolstadt has existed since 1949. Auto Union GmbH, the precursor to AUDI AG, established its headquarters here. The Audi plant in Ingolstadt is today home to the largest production facility of the Audi Group as well as its headquarters.



The headquarters of the Audi Group are also located at the Ingolstadt site.

Development, Production and Logistics

The manufacturing operations with the press shop, body shop, paint shop, Assembly and Toolmaking are on the plant site, with Technical Development in the north-west. The Audi museum mobile, the Customer Center and the “Market and Customer” building are situated around the Audi Piazza.

Economical use of resources

Two heating stations, a combined cooling, heat and power plant and the connection to a district heating line cover heating requirements. The site has two large water treatment plants. Wastewater polluted due to industrial activity (mainly from the paint shop) is pretreated in a chemical/physical system in such a way that it can be further treated via a membrane bioreactor and a reverse osmosis system in partial current operation and the majority can be reused in the plant as process water. In the second plant, rainwater and slightly polluted wastewater from the cooling tower systems are treated chemically and physically so that the water can be reused in the plant.

The feasibility of further projects for saving energy is being studied. These include a study on the “use of pioneering renewable energies.” Other studies include one examining heat supply with renewable raw materials. In addition, Audi is also carrying out practical trials of innovative technologies. For example, Audi has installed photovoltaic modules on an area spanning roughly 23,000 square meters on the Ingolstadt plant premises.

Audi Forum Ingolstadt

The Audi Forum Ingolstadt attracts people from all over the world. It offers new car pick-up, guided tours of production and the museum and attractions for kids and young people. A diverse cultural program with concerts, exhibitions and the Audi independent cinema completes the range of offerings.

Ingolstadt Audi train stop

With the “Ingolstadt Audi” train stop, there has been a third public train station in Ingolstadt since December 2019. It is located right by the plant premises. The joint project of the four partners (the state of Bavaria, the city of Ingolstadt, Deutsche Bahn and AUDI AG) is designed to improve mobility options in the long term.

New habitat for flora and fauna

Around 200 hectares of the company site in Ingolstadt is built up. The south and south-east of the site border on a general residential area, while an industrial park lies to the north and east. On the south-west boundary of the Audi plant there is an exclusively residential area. A stream – part of which runs overground – runs through the company site.

16 hectares of open space in and around the Ingolstadt site were designed as a natural habitat as part of a biodiversity concept. Suitable areas of grass are being gradually transformed into flowering meadows to create a habitat for flora and fauna.

Key environmentally relevant facilities

As a facility for the construction and assembly of motor vehicles with an output of 100,000 units or more per year, the entire car plant with all ancillary facilities is subject to immission control approval.

› Automotive plant with a body shop, paint shop, assembly and ancillary facilities (e.g., large-scale firing plants, waste treatment facilities, storage tanks, wastewater treatment facilities and cooling towers)

Further facilities subject to immission control approval:

› sprinkler center

Changes in the reporting period

Federal Immission Control Act (BImSchG) – Approvals in the reporting period

Under the leadership of Environmental Protection, multiple approval procedures under immission control law were carried out and/or completed in 2024:

› Installation and operation of a new top coat line 6a in building N56
 › Restructuring of building A61
 › Replacement of Neutra 3 by installing a system for treating rainwater and blowdown water in building N84
 › Construction and operation of a sprinkler center, building N83

Notifications in the reporting period

The following notifications under immission control law were carried out in 2024:

› Installation of a new gelling oven, building N10
 › Dismantling of combustion-engine assembly equipment, buildings A3 and A4
 › Exchange filler/thermal incinerator, building N50
 › Operational test: modification of burner grate unit in thermal incinerators for electrophoretic coating, building N51
 › Construction and operation of a cooling water center, building A54
 › Installation of a cleaning system on CP treatment plant, building N73
 › Extension of the cooling zone in the electrophoretic coating dryer, building N51
 › Integration of matt paint for quattro paint finish, building N2
 › Replacement of burner grate unit in thermal incinerators for electrophoretic coating, building N51
 › Modification of reverse osmosis plant, building N51
 › Dismantling of body shop equipment B9, various buildings
 › Update of test rig 4 – conversion to PHEV operation, building T13

Environmental impacts

Emissions in the form of volatile organic compounds (VOC), CO₂, SO₂, CO, formaldehyde, dust, NO_x, odor, noise and water-polluting substances, water consumption and waste.

Audi site Münchsmünster

The Audi site in Münchsmünster is a competence center for high-tech chassis parts, aluminum structural components and pressed parts for models of the Audi, Bentley, Lamborghini, Porsche and Volkswagen brands.



A large part of the Audi plant premises in Münchsmünster has been designed as a natural habitat.

In 2024, roughly 700 employees produced more than 14 million parts on an area of around 540,000 square meters at the Münchsmünster site. Production includes the die-cast aluminum foundry, chassis module manufacturing and the press shop. Valuable energy and resources are recycled in all three sections of the site.

Aluminum die-casting foundry

At the furnaces of the die-cast aluminum foundry, Audi recycles heat directly into the process. This is used to heat the molten metal. In the foundry, a separate vacuum evaporator plant separates the oil from the wastewater. In addition, an ultra-modern, multistage circulation system cleans the air. The wastewater produced during the cleaning of the parts flows into a separate neutralization system.

Chassis module manufacturing

Aluminum wheel carriers and swivel bearings, for example, are produced in chassis module manufacturing. The disposal of waste (e.g., used oil, filter liners and cooling lubricant emulsions) is strictly monitored, and the resulting metal chips are collected as recyclables. In mechanical processing, Audi relies on minimum quantity lubrication or dry processing wherever possible.

Press shop

Complex cold-formed and hot-formed lightweight sheet metal parts which form and strengthen the structure of the Audi car body are manufactured in the press shop. The site has the latest cutting-edge thermoforming technology. The presses are decoupled from the building foundation by damping elements, which prevent heavy vibrations from being transferred to the surrounding soil.

Aluminum recycling loop

During the production of body parts, the waste from the sheet metal cuttings is already minimized in the product planning phase. The sheet scrap that cannot be avoided is recycled in a recycling loop. Sheet scrap is recycled via an underfloor conveyor system, which conveys the waste sheet to a central collection point. The residual metal is then collected by a specialist company and recycled.

Effective noise protection using BLIS.

Production in Münchsmünster uses the internal noise information system (BLIS): It allows accurate noise emission forecasts to be made for all measures carried out on the premises. The data is already taken into account in the planning phase of plants, construction projects and applications, and helps to avoid or minimize the noise emissions.

Regenerative energy supply

A high-efficiency combined heat and power plant uses resource-saving co-generation to generate both heat and electricity that can be used directly at the site. Demand peaks in the heating grid are covered by natural gas-fired boiler systems. Since January 2015, electrical energy has been purchased exclusively from regenerative sources.

Natural design of areas

Around 140,000 square meters of the Audi Münchsmünster manufacturing site is built up. To the north of the site are general residential and mixed areas, while the B16 state main road is located to the south. The site is bordered on the west by a stream and on the east by Münchsmünster Industrial Park. The plant site is lined in many areas by tree plantations. Free spaces have been designed in harmony with nature to increase biodiversity.



► Flora and fauna can find new habitats in Münchsmünster. These also include endangered domestic animal and plant species. An expert's opinion confirms the success of the measures.

Key environmentally relevant facilities

The following facilities at the Audi Münchsmünster manufacturing site are subject to immission control approval:

- › Facility for the production of aluminum die-cast parts (buildings K10, K11)
- › Energy and Media Center (building K60)

Changes in the reporting period

Federal Immission Control Act (BImSchG) – Approvals in the reporting period

No approval procedures under immission control law were carried out in 2024.

Notifications in the reporting period

The following notifications under immission control law were carried out in 2024:

- › Structural component manufacturing – rinsing the release agent system
- › Structural component manufacturing – automation of the manufacturing process

Environmental impacts

Emissions in the form of volatile organic compounds (VOC), CO₂, SO₂, CO, formaldehyde, dust, NO_x, odor, noise and water-polluting substances, water consumption and waste.

Audi site Neuburg

The Audi site in Neuburg is home to the Audi driving experience, Audi Sport, Audi Formula Racing GmbH and Ducati Motor Deutschland GmbH. Technical Development also tests driver assist and safety systems here.



Audi Neuburg offers a variety of possibilities, from motorsports to conferences and workshops.

The 47-hectare high-tech Audi site is located in Neuburg an der Donau, roughly 20 kilometers west of Ingolstadt. The site has more than 500 workplaces in total.

Audi driving experience center

Audi customers and guests can experience various models up close in Neuburg, for example in basic and compact training courses or as part of driver training on a variety of courses. "A prototype driving license," important for suppliers and developers, is also offered.

Audi Sport

From Neuburg, Audi Sport continues to manage customer support and the supply of spare parts for customer racing vehicles. In addition, historic factory racing vehicles are further marketed through the "Racing Legends" project. Racing events, whether public or private, are not held in Neuburg.

Audi Formula Racing GmbH

At the Neuburg site, Audi Formula Racing GmbH develops the entire power unit for the Formula One project. The hybrid drive unit, which will be used in a race for the first time in 2026, is manufactured and tested in the workshops and on the test beds.

Ducati Motor Deutschland GmbH

Ducati Motor Deutschland GmbH is the German subsidiary of Italian motorcycle manufacturer Ducati Motor Holding spa. As a German sales company, Ducati Motor Germany is responsible for sales, service and marketing within Germany.

Technical Development

Technical Development carries out development drives at the site using vehicles equipped with components under development and tests next-generation driver assistance and camera systems, among others.

Consistent environmental protection

The supply of heat and electricity at Audi Neuburg is carbon-neutral: Audi procures the energy for its site from renewable sources. The site is supplied with district heating from waste industrial heat and with ecological electricity from hydroelectric power plants. Waste heat from the motorsport test benches is also utilized.

Audi has received the Platinum Certificate of the German Sustainable Building Council (DGNB) for the sustainable construction of its customer building. Although 80 percent surface sealing of the test site would be permitted, only just under 40 percent of the surface area has been built up or asphalted.

Audi Neuburg has also implemented numerous noise insulation measures. For example, the handling track and the straight track were surfaced with noise-reducing asphalt.

A three-meter-high noise-protection wall surrounds almost the entire site. Noise emissions are measured regularly and evaluated with regard to vehicle type, usage type and intensity. In addition, habitats for numerous species of animals and plants have been created on the site.



Key environmentally relevant facilities

The following facilities at Audi Neuburg require immission control approval:

- > Overall site including driving tracks
- > Motorsport Competence Center (KCM)
- > Engine test beds

Changes in the reporting period

Federal Immission Control Act (BImSchG) – Approvals in the reporting period

- > Construction of a new test rig building for engine test beds F10

Notifications in the reporting period

The following notifications under immission control law were carried out in 2024:

- > Conversion of test rigs and workshops, building F7
- > Modifications to the workshops on the ground floor and hall level, building F5
- > Clarification of boundary between BImSchG and building law, building F10
- > Order regulating acetaldehyde, buildings F7 and F10

Environmental impacts

Emissions in the form of volatile organic compounds (VOC), CO₂, SO₂, CO, dust, NO_x, odor, noise and water-polluting substances, water consumption and waste.

Audi test site Neustadt

Bee pastures, orchard meadows and biotopes: Away from the test tracks, the Neustadt site offers plenty of nature – a number of biodiversity projects have been implemented there on a space of more than 200 hectares.



The creation of biotopes provides a habitat for animal and plant species.

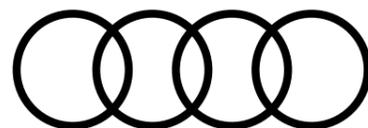
Audi test site Neustadt

The site in Neustadt is roughly 25 kilometers to the east of Ingolstadt and spans a total of 260 hectares. It has been in operation since 1994 and enables testing during development under prototype-safe conditions. All the development departments of Audi and other brands belonging to the Volkswagen Group use the various different types of tracks available here, measuring a total of 43 kilometers in length, as well as the test facilities in order to ensure more sustainable product development. The focus here is on vehicle and parts development, but also on the performance of homologation-relevant type approvals and Conformity of Production (CoP) tests and verifications.

Audi has been promoting a variety of nature conservation projects across the entire site for years: Deciduous and mixed forest is growing on 125 hectares of the overall site, and green areas and deadwood biotopes have been created on a further 100 hectares.

Intact ecosystems for the future

Over the course of the last years, new habitats have evolved in Neustadt that are continuously checked, maintained and further developed. This has allowed domestic plant species such as blackthorn, yarrow and meadow sage to become reestablished, and various animal species have found a new home in insect hotels or bird nesting boxes.



Key environmentally relevant facilities

The following facilities at Audi Neustadt require immission control approval:

- > Overall site including driving tracks
- > Energy Center

Changes in the reporting period

Federal Immission Control Act (BImSchG) – Approvals in the reporting period

No approval procedures under immission control law were carried out in 2024.

Notifications in the reporting period

No notifications under immission control law were carried out in 2024.

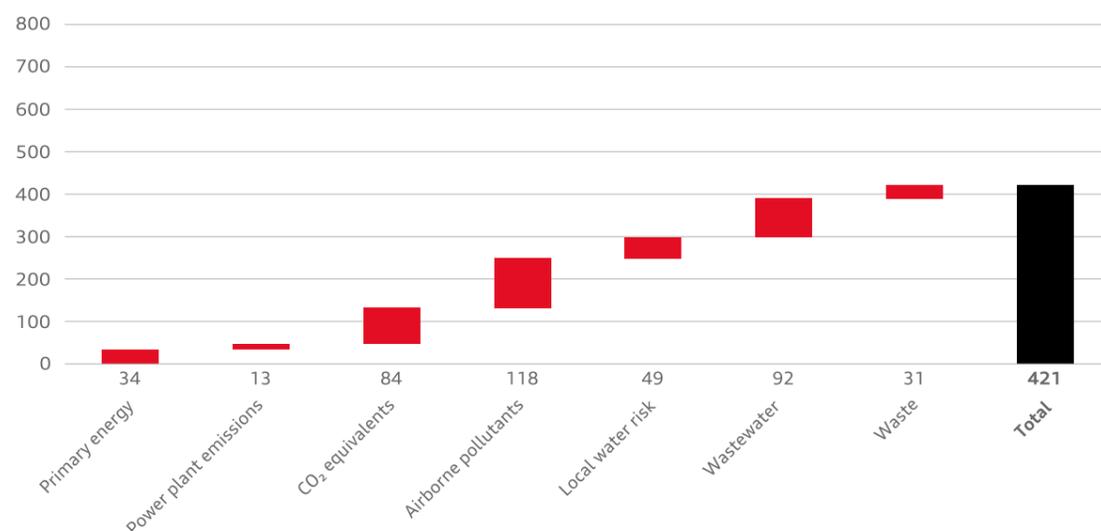
Environmental impacts

Emissions in the form of volatile organic compounds (VOC), CO₂, SO₂, CO, dust, NO_x, odor, noise and water-polluting substances, water consumption and waste.

Environmental impacts of the sites

The environmental impacts of the production processes at the Ingolstadt site have already been assessed with the “impact points” method described in the section “Methods and tools in environmental management.”

Environmental impacts of the site in billions of impact points

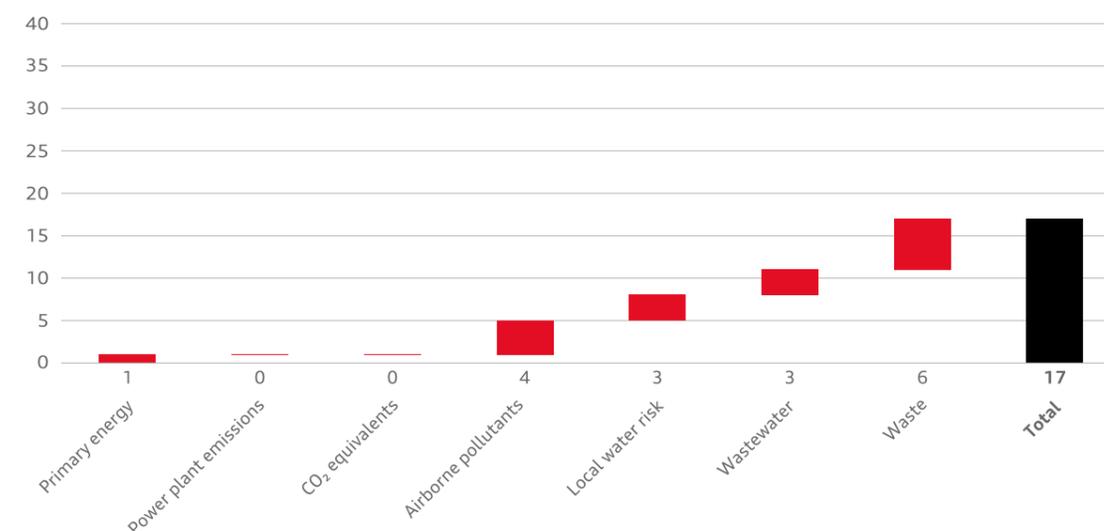


The environmental impact or impact points at the Ingolstadt site decreased considerably between their introduction in 2018 and 2024. The decrease is mainly due to fewer impact points in connection with CO₂ equivalents, waste and primary energy. In addition to the implementation of environmentally friendly measures, the adjustment in production (especially for 2022) also results in a lower environmental impact. A further contribution is made by the site’s net carbon neutrality*.

Environmental aspect	Unit in billions	2018	2023	2024
Primary energy	Impact points	106	83	34
Power plant emissions	Impact points	29	13	13
CO ₂ equivalents	Impact points	443	335	84
Airborne pollutants	Impact points	133	133	118
Local water risk	Impact points	95	50	49
Wastewater	Impact points	45	76	92
Waste	Impact points	112	45	31
Total	Impact points	963	736	421
Target for 2030	Impact points			610
Target for 2050	Impact points			0

The environmental impacts of the production processes at the Münchsmünster site have already been assessed with the “impact points” method described in the section “Methods and tools in environmental management.”

Environmental impacts of the site in billions of impact points



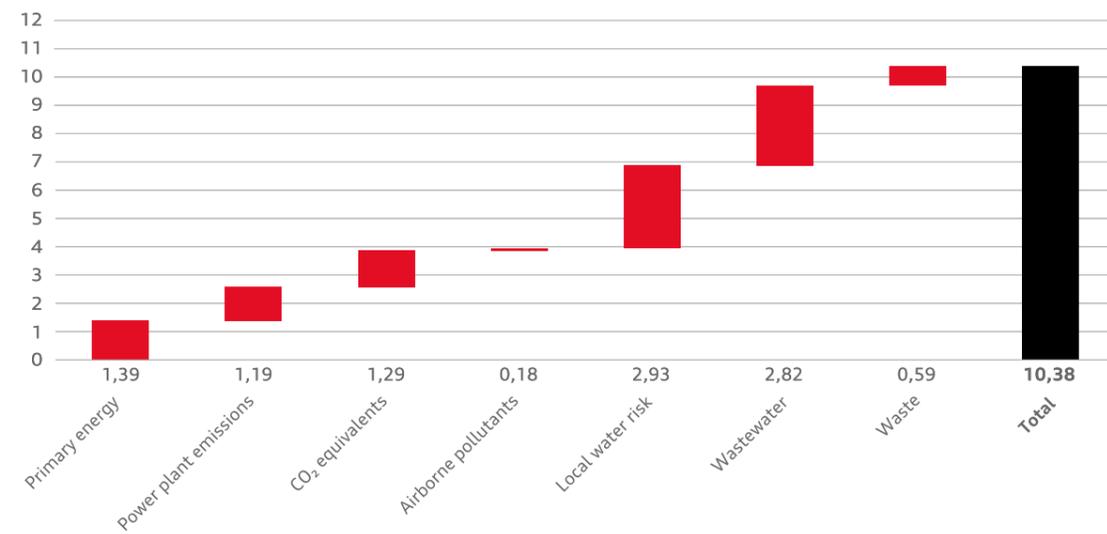
The environmental impact or impact points at the Münchsmünster site decreased considerably between their introduction in 2018 and 2024. The decrease is mainly due to fewer impact points in connection with waste, CO₂ equivalents and the local water risk. In addition to the implementation of environmentally friendly measures, the adjustment in production also results in a lower environmental impact. A further contribution is made by the site’s net carbon neutrality*.

Environmental aspect	Unit in billions	2018	2023	2024
Primary energy	Impact points	6	4	1
Power plant emissions	Impact points	0	0	0
CO ₂ equivalents	Impact points	24	17	0
Airborne pollutants	Impact points	7	4	4
Local water risk	Impact points	5	3	3
Wastewater	Impact points	2	3	3
Waste	Impact points	13	6	6
Total	Impact points	58	37	17
Target for 2030	Impact points			51
Target for 2050	Impact points			0

* see Glossary, p. 70

The environmental impacts of the processes at the Neuburg site have already been assessed with the “impact points” method described in the section “Methods and tools in environmental management.”

Environmental impacts of the site in billions of impact points



The environmental impact or impact points at the Neuburg site decreased considerably between their introduction in 2018 and 2024. The change is mainly due to fewer impact points in connection with CO₂ equivalents and wastewater. A further contribution is made by the site’s net carbon neutrality*.

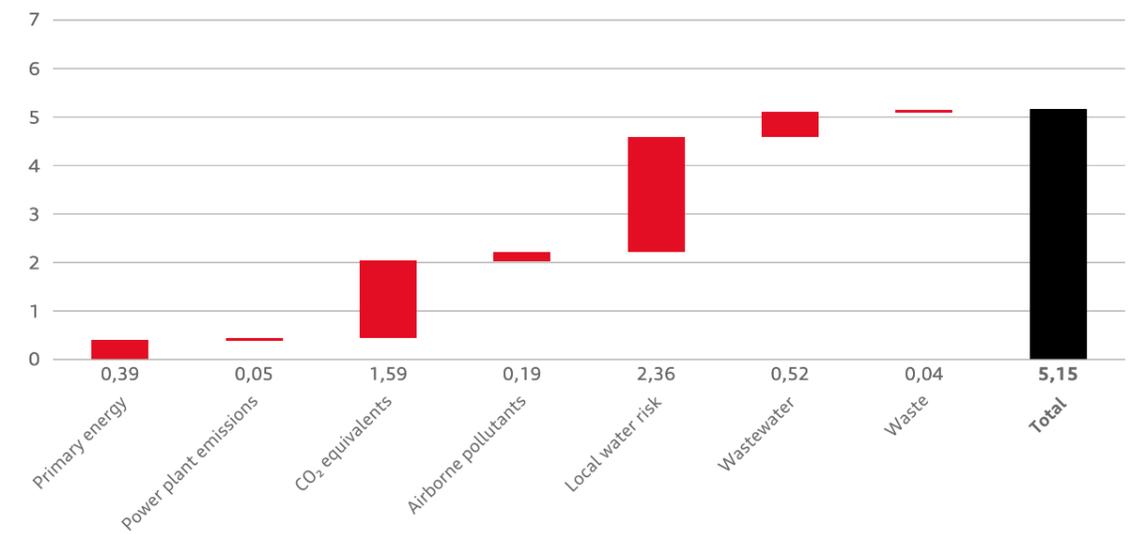
Environmental aspect	Unit in billions	2018	2023	2024
Primary energy	Impact points	1.37	1.29	1.39
Power plant emissions	Impact points	1.06	1.13	1.19
CO ₂ equivalents	Impact points	3.85	1.07	1.29
Airborne pollutants	Impact points	0.16	0.03	0.18
Local water risk	Impact points	3.20	3.85	2.93
Wastewater	Impact points	4.06	2.81	2.82
Waste	Impact points	0.34	0.41	0.59
Total	Impact points	14.04	10.59	10.38

The impact points method is still in the implementation phase. Since the Neuburg site was newly included in this implementation, the calculation for 2018 is based in part on assumptions. There is also no specified target value for 2030 yet.

Target for 2050	Impact points	0
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The environmental effects of the processes at the Neustadt site have already been assessed with the “impact points” method described in the section “Methods and tools in environmental management.”

Environmental impacts of the site in billions of impact points



The environmental impact or impact points at the Neustadt site decreased considerably between their introduction in 2018 and 2024. The change is mainly due to fewer impact points in connection with wastewater, local water risk and CO₂ equivalents. A further contribution is made by the site’s net carbon neutrality*.

Environmental aspect	Unit in billions	2018	2023	2024
Primary energy	Impact points	0.75	0.54	0.39
Power plant emissions	Impact points	0.07	0.05	0.05
CO ₂ equivalents	Impact points	3.71	2.34	1.59
Airborne pollutants	Impact points	0.34	0.19	0.19
Local water risk	Impact points	3.47	2.39	2.36
Wastewater	Impact points	3.41	0.64	0.52
Waste	Impact points	0.06	0.09	0.04
Total	Impact points	11.83	6.25	5.15

The impact points method is still in the implementation phase. Since the Neustadt site was newly included in this implementation, the calculation for 2018 is based in part on assumptions. There is also no specified target value for 2030 yet.

Target for 2050	Impact points	0
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Noise pollution control

What is known as the internal noise information system (BLIS) forms the basis for all noise control measures at Audi in Ingolstadt, Münchsmünster and Neuburg. With the aid of these acoustic engineering models, accurate noise exposure forecasts can be produced for all activities carried out at the sites. The data can be taken into account as early as the planning phase of plant, construction projects and applications, and help to avoid or minimize the effects of noise.

Audi Ingolstadt

In the reporting period, Audi created noise contingents¹ for new buildings and facilities at the Ingolstadt site. This was possible only due to the consistent evaluation of each new source of noise to be built and the identification of existing noise sources. A large number of individual measures made it possible to keep the immissions at relevant locations largely constant. Metrological verification of compliance with the immission guide values at the respective immission points² is not possible due to the high external noise content. The representations of the assessment level proportions³ during the day and at night are therefore mathematical. The data were determined from the current BLIS.

Audi Münchsmünster

A noise control concept was developed for the production facility at the Audi Münchsmünster site right from the start of the planning phase. A total of 650 noise sources were evaluated and transferred into a BLIS. To keep the noise emissions at the site as low as possible, a plant layout was developed in which the press shop was acoustically sealed off from the other

halls. In many areas, the buildings are extensively insulated and exhaust air systems are equipped with high-quality sound absorbers. With the help of the BLIS, it is ensured that the permissible immission levels at the immission points are maintained both during the day and at night. The BLIS is continuously updated and makes it possible to assess the current site planning as well as future changes or expansions of operation.

Audi Neuburg

Audi has also introduced a BLIS for the Neuburg site. Audi uses what is known as an acoustic matrix to ensure that the immission guide values are not exceeded even when the track is being used for vehicle dynamics testing. This acoustic matrix contains all the noise components generated by the various activities on the tracks, also taking into account the constant operation of the other systems. This track operation is mapped using predefined usage packages. For each day, the acoustic matrix is entered based on the intended operation. This gives Audi a daily preview of the noise situation.

Audi Neustadt

The development of the Neustadt test site was already acoustically monitored during the planning phase, and an internal noise information system was introduced in 2009. The BLIS displays a typical test operation on the test tracks of the test site. It contains all the noise components generated by the various activities on the tracks, also taking into account the constant operation of the other systems. With the help of the BLIS, it is ensured that the permissible immission levels at the immission points are maintained both during the day and at night. The BLIS is continuously updated and makes it possible to assess the current site planning as well as future changes or expansions of operation.



Neuburg site track

¹ Percentage of the noise impact associated with a specific operation or system/area.

² The place within the system's area of influence where the immission guide values are most likely to be exceeded (see "TA Lärm" – Technical Instructions on Noise Abatement).

³ The assessment level is the value formed on the basis of the average sound level of the noise to be assessed and possibly additional charges for information content, impulsiveness and for times of day with increased sensitivity for the purpose of identifying the average noise impact during each assessment time (see "TA Lärm" – Technical Instructions on Noise Abatement).

Noise immission values/Audi Ingolstadt site

Benchmark ratios and assessment levels* in dB(A)

Immission points	Classification	Benchmark ratio, day	Assessment level, day	Benchmark ratio, night**	Assessment level, night
Ingolstadt, Ettinger Str.	General residential area	55	50	45	41.5
Ingolstadt, Senefelder Str.	Industrial park	65	48.7	50	46.3
Ingolstadt, Ringerstr.	Industrial park	65	49.8	50	43.5
Oberhaunstadt, Alleeweg	Exclusively residential area	50	40.1	40	36.1
Ingolstadt, Rohrmühle	Core, village and mixed area	60	42.5	45	41.2
Etting, Florian-Geyer-Str.	Exclusively residential area	50	38.6	40	34.6

* Calculated assessment level (current status), noise immissions from the Logistics Center (GVZ) are not taken into consideration here.

** Immission benchmark ratios (IRWA) at the immission points in Ingolstadt, Ettinger Str., Oberhaunstadt, Alleeweg, and Etting, Florian-Geyer-Str. for the night time period, based on the presence of a mixed use area as defined in the TA Lärm, increased by 5 db (letter VIII/68.2 Fö – Si of the city of Ingolstadt dated October 8, 2015)

Noise immission values/Audi Münchsmünster site

Benchmark ratios and assessment levels* in dB(A)

Immission points	Classification	Benchmark ratio, day	Assessment level, day	Benchmark ratio, night	Assessment level, night
Schwaig, Am Schaffer 2	General residential area	43.9	30.2	28.9	25.7
Schwaig, Hauptstr. 2a	Mixed area	47.5	32.4	32.5	29.3
Münchsmünster, Schwaiger Str. 38	Mixed area	52.2	37.5	37.2	34.3
Münchsmünster, Lindenstr. 53	General residential area	49.8	35.2	34.8	32.2

* Calculated assessment level (current status)

Noise immission values/Audi Neuburg site

Benchmark ratios and assessment levels* in dB(A)

Immission points	Classification	Benchmark ratio, day	Assessment level, day	Benchmark ratio, night	Assessment level, night
Heinrichsheim, Zellerweg 54	General residential area	55	49.9	40	36.2
Bruck, Schachenstr. 27	Mixed area	55	54.5	40	38.4
Neuburg, Grünauer Str.	Mixed area	59	51.6	44	37.2

* Calculated assessment level (current status scenario, maximum operation Audi Sport)

Noise immission values/Audi Neustadt site

Benchmark ratios and assessment levels* in dB(A)

Immission points	Classification	Benchmark ratio, day	Assessment level, day	Benchmark ratio, night	Assessment level, night
Am Schaffer	General residential area	46	40.2	28	27.7
Development area north	General residential area	46	41.0	30	28.9
Development area south	General residential area	46	42.8	30	30.0

* Calculated assessment level (current status)



Audi site Ingolstadt



Audi site Münchsmünster

Site contamination

Whenever alterations to old facilities are planned or new buildings are constructed, a careful check for possible site contamination is performed. The primary goal is to prevent surfaces or groundwater from being affected.

Audi Ingolstadt

The issue of site contamination is a major consideration in all construction projects at the Ingolstadt site. The Environmental Protection specialist department already assesses in the planning phase whether contaminated areas are to be expected and commissions corresponding preliminary investigations. When alterations are made to old facilities and buildings, the focus is on testing the fabric of the building for

asbestos, PCB or materials that contain tar. In this way, selective removal and professional disposal of environmentally hazardous building materials can be ensured. Water protection has top priority in the planning of new buildings. In particular, areas that were already used as industrial sites before their acquisition by Audi are closely examined for substances hazardous to groundwater. All results of these preliminary soundings are made available to the planning

departments and incorporated into the tender documents. In this way, any soil contamination that may be present at the site can be removed before construction starts. Moreover, investigations of the construction site water and groundwater continue to be carried out alongside all construction measures. This prevents surfaces and groundwater from being endangered.

The Environmental Protection department also becomes involved in the area of environmentally relevant production facilities if there is any suspicion of pollution. Experts and investigating bodies examine soil and groundwater for pollutants in accordance with Section 18 of the Federal Soil Protection Act (BBodSchG). If pollutants are found, the further procedure is determined together with the environmental office and the water management office, and the implementation of further work is supervised by the expert. Regular groundwater investigations downstream from the plant site and monitoring of the

groundwater in areas at risk from contaminated sites (track areas, tank fields) guarantee that remediation thresholds are complied with and that remediation or safety measures are initiated.

Audi Münchsmünster

The Audi Münchsmünster manufacturing site was built in sections on land previously covered with production halls. The previous user operated an acrylonitrile plant there, and from 1999 a hydrocyanic acid plant. The plant and halls were dismantled by the former operator prior to the sale of the areas. That operator also cleaned up the molybdenum soil and groundwater damage.

At the request of the authorities, investigations and soundings have been carried out since 2016 to assess PFAS contamination at the site. These perfluorinated chemicals (PFAS) are components of extinguishing agents and were introduced into soil and groundwater during fire-extinguishing exercises.

Development of core indicators 2020 – 2024

The following section lists the core indicators as required by EMAS III for each site. A brief description of the core indicators can be found in the section “Methods and tools in environmental management” from page 12.

Core indicators A/Ingolstadt site*

	Unit	2020	2021	2022	2023	2024
Energy						
Total direct energy consumption	MWh	919,890	920,896	868,946	875,234	853,057
of which total consumption of renewable energy	MWh	458,037	448,574	495,269	481,058	800,497
Electrical energy (incl. in-house generation)	MWh	505,568	488,381	494,462	510,696	498,807
Thermal energy, of which						
> In-house generation	MWh	335,262	359,003	297,999	278,606	274,105
> District heating sourcing	MWh	263,824	278,891	209,459	232,480	216,774
		71,438	80,112	88,539	46,126	57,330
District cooling	MWh	273	222	262	141	149
Natural gas** for production processes	MWh	78,786	73,290	76,223	85,790	79,996
Material usage (excl. water and energy sources)						
Mass throughput of raw material	t	718,102	616,206	691,552	809,147	742,398
Steel	t	151,760	178,167	191,013	212,557	189,139
Aluminum	t	6,811	6,415	7,510	7,428	8,184
Paints	t	5,122	4,616	5,192	5,862	5,033
Water						
Water consumption	m³	987,888	817,148	803,560	745,091	737,622
Wastewater quantity	m³	661,726	543,700	518,040	444,610	459,470
Waste						
Volume of waste (excluding metallic waste), of which	t	36,756	26,242	24,839	31,575	30,260
Hazardous waste	t	20,972	11,750	10,361	14,713	13,944
> Hazardous waste disposed of	t	1,662	817	726	3,390	692
> Hazardous waste recycled	t	19,310	10,933	9,635	11,322	13,252
Non-hazardous waste	t	15,783	14,491	14,478	16,862	16,316
> Non-hazardous waste disposed of	t	69	162	31	82	48
> Non-hazardous waste recycled	t	15,714	14,330	14,447	16,780	16,268
Metallic waste	t	118,362	106,893	114,941	123,764	119,689

	Unit	2020	2021	2022	2023	2024
Biodiversity¹						
Total site area	m²	2,861,692	2,860,616	2,859,764	2,859,618	2,859,883
Total plant area	m²	1,868,412	1,869,413	1,853,896	1,868,465	1,868,465
Land consumption (sealed surface area) ²	m²	1,108,716	1,102,277	1,119,712	-	-
> according to new land-survey method	m²	-	-	1,702,310	1,716,879	1,716,879
Total natural area at the site	m²	4,000	11,000	12,000	12,000	39,000 ³
Total natural area away from the site	m²	122,900	122,900	128,300	128,300	128,300
Emissions						
Total greenhouse gas emissions						
Total greenhouse gas emissions ⁴	t CO ₂ equivalent	134,922	121,585	101,286	120,282	31,468
Total emitted CO ₂ from stationary systems ⁵	t CO ₂	114,583	102,127	80,032	96,813	7,880
Directly emitted CO ₂ from mobile systems ⁶	t CO ₂	19,595	17,235	20,032	20,491	21,759
CO ₂ equivalents from HFC and HCFC emissions ⁷	t CO ₂ equivalent	744	2,223	1,221	2,979	1,828
Total emissions into the air⁸						
NO _x (nitrogen oxides)	t	73.80	67.53	69.40	81.95	72.22
PM (dust)	t	7.45	6.39	8.61	9.02	9.00
SO ₂ (sulfur dioxide)	t	0.05	0.04	0.09	0.13	0.04
VOC (volatile organic compounds)	t	439	393	442	495	453

¹ Some values not available for preceding years; total natural area at the site was first recorded for 2020; corrected value for 2022 for total site area (database transfer).
² Up to and including 2021, this refers only to the built-up areas; from 2022, the sealed areas including parking lot areas, roads and footpaths were recorded in detail.
³ For the first time, calculation includes already existing areas with woody vegetation and rooftop greenery.
⁴ Sum of total CO₂ emitted from stationary systems, directly emitted CO₂ from mobile systems and CO₂ equivalents from HFC and HCFC emissions.
⁵ Sum of direct CO₂ emissions from fuel use (natural gas, heating oil, fuel consumption of engine test beds, diesel emergency generator, sprinkler pumps (from 2023)) in stationary systems at the site and the indirect CO₂ emissions from energy procurement (electrical energy, district heating, district cooling).
⁶ CO₂ emissions from the energy requirement of mobile systems at the site (company and pool vehicles, trucks, trains, buses); sum of fuel consumption of the internal gas stations; fuel consumption of the plant railway and the fuel, natural gas and/or electricity for the company and pool vehicles that was filled up externally.
⁷ CO₂ equivalents from HFC/HCFC emissions of stationary cooling and air conditioning systems at the site; source of conversion factors: IPCC report “Climate Change,” 2007.
⁸ Emissions of the stationary systems at the site; SO₂ emissions shown only for the combustion of heating oil or fuel consumption of engine test beds.

Core indicators B/Ingolstadt site

	Unit	2020	2021	2022	2023	2024
Product output						
Total output volume of all products (total output)	t	562,984	483,072	551,772	653,808	592,448
of which pressed parts for external use	t	40,803	32,176	31,151	33,058	35,402
Vehicles produced	Unit	337,834	285,958	332,981	403,874	336,783

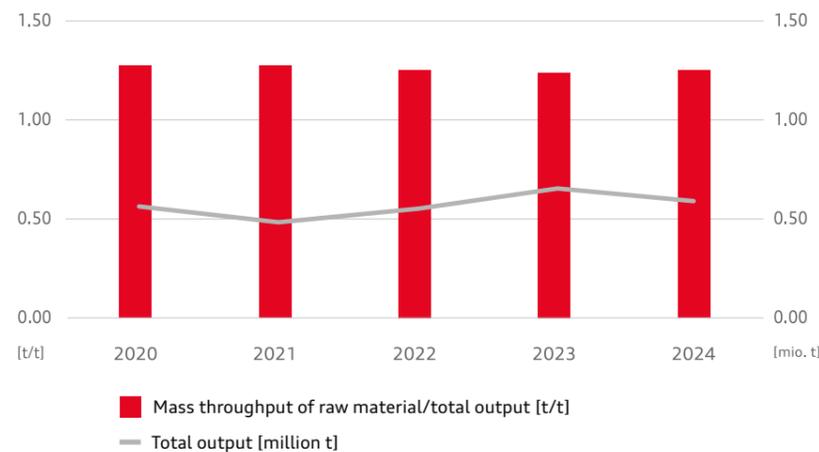
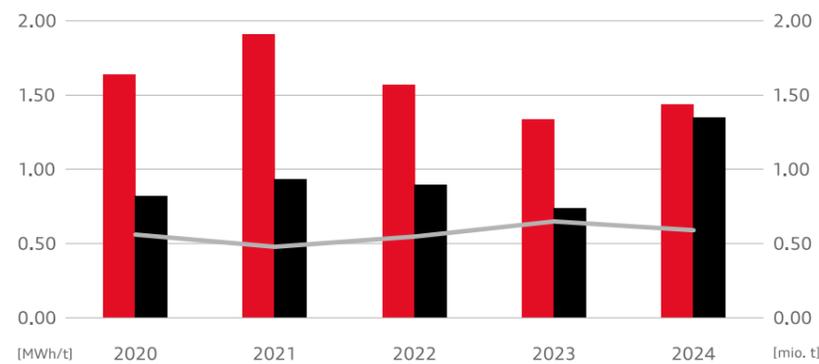
* The core indicators for energy, waste and total greenhouse gas emissions shown comprise the plant and larger external locations near the plant.
 ▶ Due to optimizations of the method of determination (e.g., total output for Münchsmünster) and the increased scope of determination in some cases (e.g., total greenhouse gas emissions), some data from the previous years deviate from those in previous Environmental Declarations.

Core indicators R / Ingolstadt site

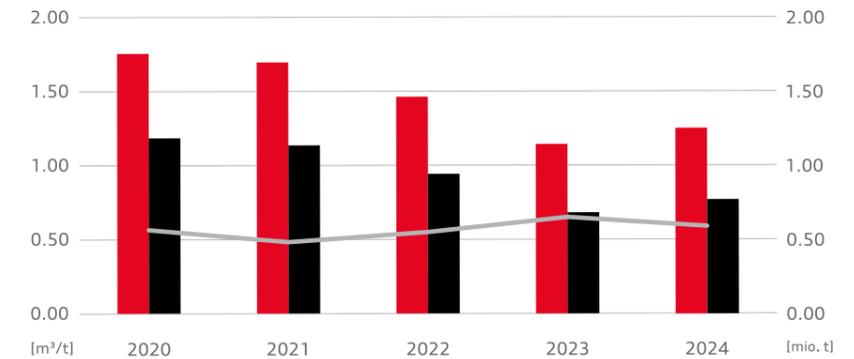
The development of core indicators depends on the so-called base load and annual vehicle production. Most recently, the coronavirus pandemic had a significant impact on the decline in total output. The positive effects of the measures for improvement implemented to reduce the environmental impacts were reduced or offset in some cases in this period due to increasing base loads. The production-independent activities at the site, e.g., development activities, also carry more weight. This effect was intensified considerably in 2020 and 2021 due to the coronavirus pandemic. Since 2022, there are signs of a recovery and an increase in vehicle unit figures and total output to approximately the pre-Covid level. In 2024, the effect of sourcing biogas as of January 1, 2024, is clearly reflected in the core indicators energy and emissions.

Energy
In addition to the production quantity, other values such as the number of vehicle variants, the number of employees and the gross building volume affect the energy consumption. These parameters explain the continuous increase in total direct energy consumption/total output in the years 2020 to 2021 despite the decreasing total output. Due to several energy efficiency measures implemented in the context of the gas shortage, the energy consumption/total output decreased in 2022. Energy consumption/total output was reduced again in 2023 and remained at approximately this level in 2024. Since January 1, 2024, we have been sourcing 100 percent of natural gas used at the Ingolstadt site as biogas, which leads to an increase in the absolute figure for renewable energy.

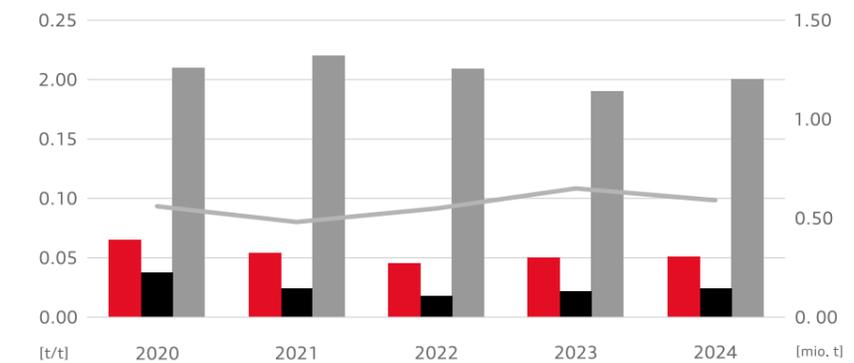
Material usage
The mass throughput of raw material/total output has remained relatively steady over the years.



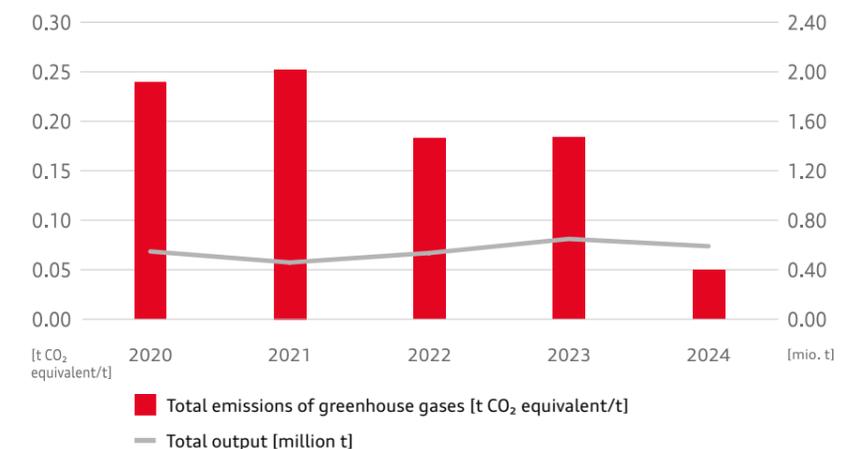
Water
Water consumption as well as wastewater volume have been reduced significantly since the membrane bio-reactor was commissioned in 2019. The special situation in 2020 due to the coronavirus pandemic resulted in lower water reuse and thus an increase in the amount of wastewater and water consumption. Since 2021, water reuse has been significantly improved again.



Waste
While total output decreased from 2019 up to and including 2021, the specific waste volumes for each total output did not follow this trend until 2020. This is due, for example, to operation during the coronavirus pandemic and the mode of operation of the paint shop N50 (rock floor and flushing medium) and to a new method for recording the waste fraction of end-of-life vehicles. The waste volume/total output was reduced again in 2022 and 2023 compared to the previous years. In 2024, the reduced total output volume compared with 2023 resulted in an increase in this indicator.



Emissions
The majority of total greenhouse gas emissions are CO₂ emissions from stationary systems. Natural gas and heating oil are used for in-house heat generation in these systems. In the pandemic years of 2020 and 2021, the total greenhouse gas emissions/total output value deteriorated because production declined while the base load remained unchanged. In addition, the energy efficiency measures introduced in the context of the gas shortage in 2022 and 2023, such as reducing the temperature in the halls and offices, are having an impact. The significant decrease in total greenhouse gas emissions/total output compared with previous years is due to the sourcing of biogas since January 1, 2024.



Biodiversity
The core indicator of land consumption (sealed surface area)/total output increased continuously from 2020 up to and including 2022. Until 2021, this could be attributed mainly to a decrease in the total output. A new detailed recording of the sealed surface areas was made for the entire plant area, including parking lot areas, roads and footpaths, in 2022. Up to and including 2021, only data on the surface areas sealed by buildings was available. With the increase in total output in 2023, land consumption (sealed surface area)/total output decreased, but with the reduction in total output in 2024, it increased slightly again. The values of "total natural area at the site" and "total natural area away from the site" were recorded for the first time in 2019.

Core indicators R/Ingolstadt site

	Unit	2020	2021	2022	2023	2024
Energy						
Total direct energy consumption/ total output	MWh/t	1.634	1.906	1.575	1.339	1.440
of which total consumption of renewable energy/total output	MWh/t	0.814	0.929	0.898	0.736	1.351
Material usage (excl. water and energy sources)						
Mass throughput of raw material/ total output	t/t	1.276	1.276	1.253	1.238	1.253
Water						
Water consumption/total output	m³/t	1.755	1.692	1.456	1.140	1.245
Wastewater/total output	m³/t	1.175	1.126	0.939	0.680	0.776
Waste						
Volume of waste ¹ /total output	t/t	0.065	0.054	0.045	0.048	0.051
of which hazardous waste/total output	t/t	0.037	0.024	0.019	0.023	0.024
Metallic waste/total output	t/t	0.210	0.221	0.208	0.189	0.202
Biodiversity						
Land consumption (sealed surface area)/ total output	m²/t	1.97	2.28	3.09	2.63	2.90
Total natural area at the site/ total output	m²/t	0.01	0.02	0.02	0.02	0.07
Total natural area away from the site/ total output	m²/t	0.22	0.25	0.23	0.20	0.22
Emissions						
Total greenhouse gas emissions/ total output	t CO ₂ equiv- alent/t	0.24	0.25	0.18	0.18	0.053
NO _x (nitrogen oxides)/total output	kg/t	0.131	0.140	0.126	0.125	0.122
PM (dust)/total output	kg/t	0.013	0.013	0.016	0.014	0.015
SO ₂ (sulfur dioxide)/total output	kg/t	0.00009	0.00009	0.00017	0.00020	0.00006
VOC (volatile organic compounds)/ total output	kg/t	0.780	0.814	0.802	0.757	0.764

¹ excluding metallic waste



Core indicators A/Münchsmünster site*

	Unit	2020	2021	2022	2023	2024
Energy						
Total direct energy consumption	MWh	69,309	71,980	67,211	64,236	63,671
of which total consumption of renewable energy	MWh	33,220	34,614	36,367	35,016	63,671
Electrical energy (incl. in-house generation)	MWh	38,344	38,715	36,670	36,091	35,304
Thermal energy, of which						
› In-house generation	MWh	9,882	11,639	8,419	6,084	6,692
› District heating sourcing	MWh	9,882	11,639	8,419	6,084	6,692
District cooling	MWh	-	-	-	-	-
Natural gas* for production processes	MWh	21,083	21,626	22,123	22,061	21,675
Material usage (excl. water and energy sources)						
Mass throughput of raw material	t	103,697	112,504	101,564	108,034	94,209
Steel	t	41,995	53,864	48,313	47,526	39,829
Aluminum	t	4,046	4,598	3,496	5,016	5,488
Paints	t	38	43	38	44	50
Water						
Water consumption	m³	56,829	43,390	43,385	43,000	48,373
Wastewater quantity	m³	45,457	33,133	32,404	33,257	38,134
Waste						
Volume of waste (excluding metallic waste), of which	t	835	803	817	1,600	1,342
Hazardous waste	t	415	369	363	459	466
› Hazardous waste disposed of	t	69	44	22	36	39
› Hazardous waste recycled	t	346	325	341	423	428
Non-hazardous waste	t	420	434	455	1,141	876
› Non-hazardous waste disposed of	t	6	1	1	3	1
› Non-hazardous waste recycled	t	414	432	454	1,138	875
Metallic waste	t	28,737	30,259	29,317	29,960	28,073
Biodiversity¹						
Total site area	m²	540,594	540,594	540,594	540,594	540,594
Land consumption (sealed surface area)	m²	157,270	157,270	157,270	159,197	169,197
Total natural area at the site	m²	141,679	141,679	141,679	139,752	129,752 ²
Total natural area away from the site	m²	0	0	0	0	0

¹ Values for land consumption and total natural area were first recorded for 2019
² Approx. 1 hectare of natural area was sealed in 2024.

► Due to optimizations of the method of determination (e.g., total output for Münchsmünster) and the increased scope of determination in some cases (e.g., total greenhouse gas emissions), some data from the previous years deviate from those in previous Environmental Declarations.

	Unit	2020	2021	2022	2023	2024
Emissions						
Total greenhouse gas emissions						
Total greenhouse gas emissions ²	t CO ₂ equivalent	7,600	7,909	6,389	6,106	24
Total CO ₂ emitted from stationary systems ³	t CO ₂	7,579	7,896	6,370	6,089	5
Directly emitted CO ₂ from mobile systems ⁴	t CO ₂	19	12	17	17	19
CO ₂ equivalents from HFC and HCFC emissions ⁵	t CO ₂ equivalent	2	0	2	0	0
Total emissions into the air⁶						
NO _x (nitrogen oxides)	t	4.086	4.258	3.273	3.126	3.446
PM (dust)	t	0.069	0.423	0.460	0.464	0.112
SO ₂ (sulfur dioxide)	t	-	-	-	-	-
VOC (volatile organic compounds)	t	1.148	1.290	1.148	1.305	0.952

² Sum of total CO₂ emitted from stationary systems, directly emitted CO₂ from mobile systems and CO₂ equivalents from HFC and HCFC emissions.
³ Sum of direct CO₂ emissions from fuel use (natural gas, diesel emergency generator, sprinkler pumps) in stationary systems at the site and the indirect CO₂ emissions from energy procurement (electrical energy).
⁴ CO₂ emissions from the energy requirement of mobile systems at the site (company and pool vehicles); sum of fuel, natural gas and/or electricity for the company and pool vehicles that was filled up externally.
⁵ CO₂ equivalents from HFC/HCFC emissions of stationary cooling and air conditioning systems at the site; source of conversion factors: IPCC report "Climate Change," 2007.
⁶ Emissions of the stationary systems at the site; SO₂ emissions shown only for the combustion of heating oil or fuel consumption of engine test beds.

Core indicator B/Münchsmünster site

	Unit	2020	2021	2022	2023	2024
Product output						
Total output volume (total output) of all products	t	74,125	81,442	71,430	76,473	64,793



Aluminum coils in Production.



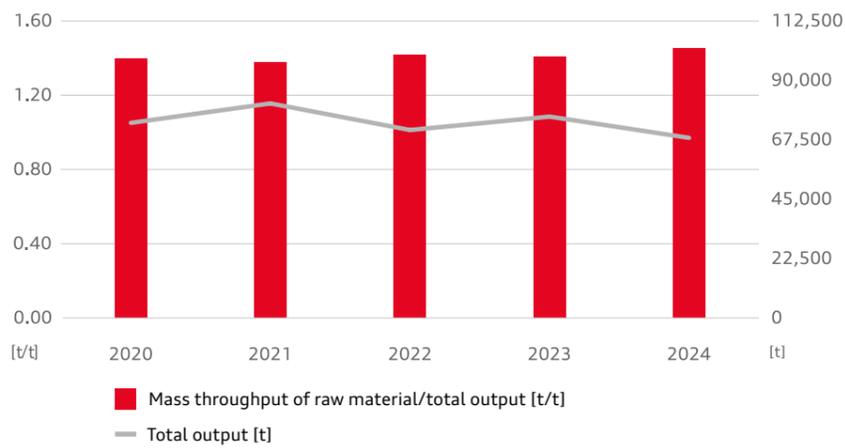
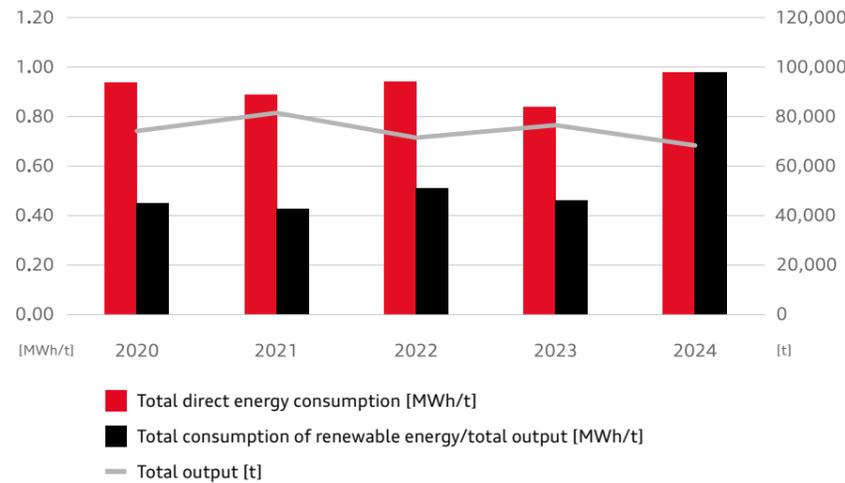
The disposal of used oil is strictly monitored.

Core indicators R/Münchsmünster site

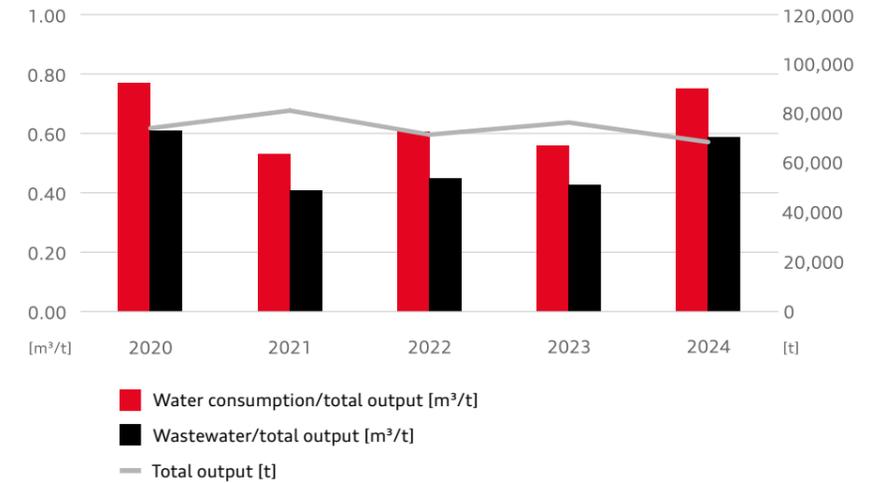
The development of the core indicators at the Münchsmünster site is characterized by a fluctuating total output. While the total output declined in 2020 due to the coronavirus pandemic, a significant increase was recorded in 2021. This is due mainly to the increased production of pre-cut plates and the associated significant increase in the total output of the press shop. The total output of the press shop fell from 2022 to 2024. The increase in total output in 2023 is due to increased production volumes in structural component and chassis module manufacturing. In 2024, the sourcing of biogas from the start of that year is clearly reflected in the core indicators energy and emissions.

Energy
The strong influence of total output is reflected in the core indicator for energy consumption/total output. Due to the increase in total output, the energy base load of production is distributed across a greater output, which results in lower energy consumption/total output. The opposite effect can be seen between 2021 and 2024. During these years, the total output decreased while the energy consumption/total output increased again. The total consumption of renewable energy/total output reached a peak in 2022. This is due to the fact that operation of the internal combined heat and power plant was limited due to the gas shortage and green electricity was procured externally for this purpose. The complete switch to renewable energy since 2024 is very evident.

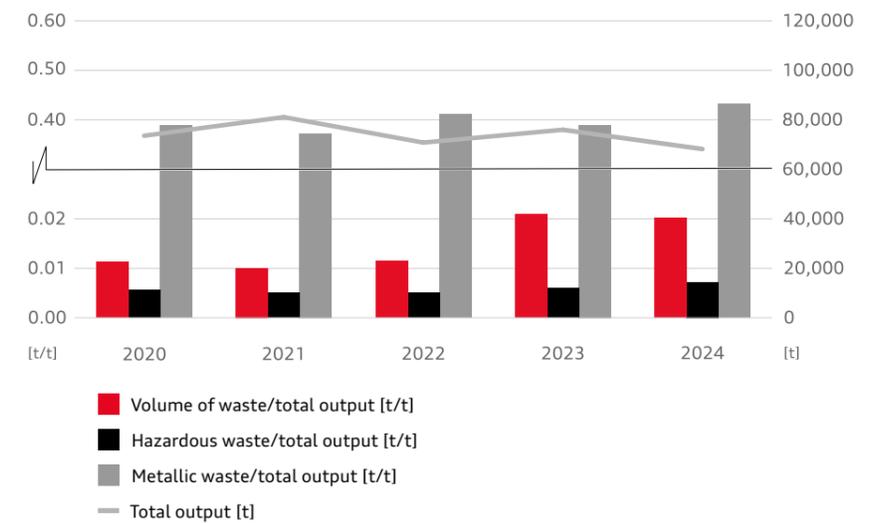
Material usage
The mass throughput of raw material/total output has remained relatively steady over the years.



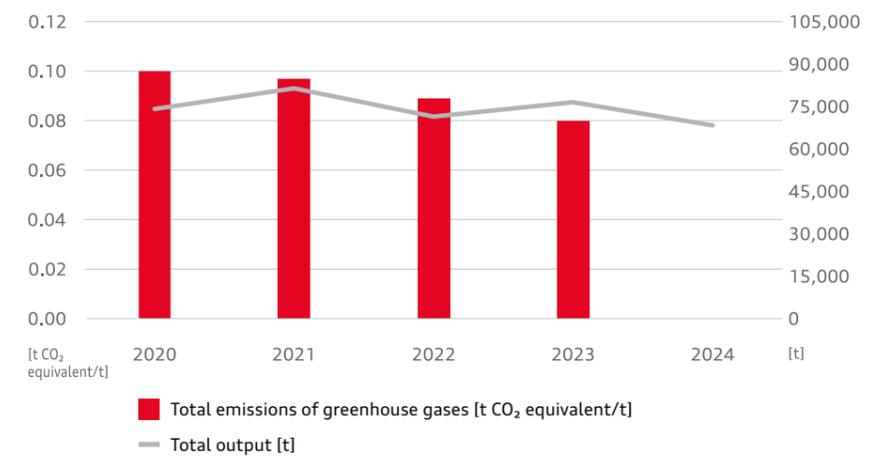
Water
The water consumption/total output was reduced over the years thanks to optimizations in the production processes. In 2020 and 2021, the output-specific water consumption and output-specific wastewater quantity decreased. Following a slight increase in 2022, water consumption/total output and wastewater quantity/total output were reduced again in 2023, but increased again slightly in 2024 due to the lower total output.



Waste
The volume of waste is subject to some fluctuations and not immediately dependent on the total output. Thanks to optimizations in the production processes and the commissioning of an emulsion evaporation plant, the volume of waste/total output has been reduced over the years since the site was opened. After an increase in 2023, primarily due to an increase in the waste fraction of process water K10/K11, the waste volume/total output was reduced again slightly in 2024.



Emissions
The majority of total greenhouse gas emissions up to and including 2023 are CO₂ emissions from the Energy and Media Center. Natural gas is used for in-house heat and electricity generation in this system. In 2022, limited operation of the internal combined heat and power plant led to a reduction in total greenhouse gas emissions/total output. Due to the sourcing of biogas starting on January 1, 2024, total greenhouse gas emissions/total output have decreased significantly. Despite increased production volumes, total greenhouse gas emissions in 2024 were once again reduced as a result.



Biodiversity

Changes to the areas in m²/total output up to and including 2022 result exclusively from the developments of the total output. In 2023, land consumption (sealed surface area) increased slightly due to the establishment of a new logistics area, while the natural area at the site decreased correspondingly. The values of land consumption, total natural area at the site and total natural area away from the site were recorded for the first time in 2019.

Core indicators R/Münchsmünster site

	Unit	2020	2021	2022	2023	2024
Energy						
Total direct energy consumption/ total output	MWh/t	0.935	0.884	0.941	0.840	0.983
of which total consumption of renewable energy/total output	MWh/t	0.448	0.425	0.509	0.458	0.983
Material usage						
Mass throughput of raw material/ total output	t/t	1.399	1.381	1.422	1.413	1.454
Water						
Water consumption/total output	m³/t	0.767	0.533	0.607	0.562	0.747
Wastewater/total output	m³/t	0.613	0.407	0.454	0.435	0.589
Waste						
Volume of waste ¹ /total output	t/t	0.011	0.010	0.011	0.021	0.021
of which hazardous waste/total output	t/t	0.006	0.005	0.005	0.006	0.007
Metallic waste/total output	t/t	0.388	0.372	0.410	0.392	0.433
Biodiversity						
Land consumption (sealed surface area)/total output	m²/t	2.122	1.93	2.202	2.082	2.611
Total natural area at the site/total output	m²/t	1.911	1.74	1.983	1.827	2.003
Total natural area away from the site/total output	m²/t	0.000	0.00	0.000	0.000	0.000
Emissions						
Total greenhouse gas emissions/ total output	t CO ₂ equiv- alent/t	0.103	0.097	0.089	0.080	0.000
NO _x (nitrogen oxides)/total output	kg/t	0.055	0.052	0.046	0.041	0.053
PM (dust)/total output	kg/t	0.001	0.005	0.006	0.006	0.002
SO ₂ (sulfur dioxide)/total output	kg/t	-	-	-	-	-
VOC (volatile organic compounds)/ total output	kg/t	0.015	0.016	0.016	0.017	0.015

¹ excluding metallic waste



Press shop – unfolded tool for side wall frame.

Core indicators A/Neuburg site

	Unit	2020	2021	2022	2023	2024
Energy						
Total direct energy consumption	MWh	8,501	8,716	7,396	9,373	12,910
of which total consumption of renewable energy	MWh	4,769	4,651	4,309	5,420	8,746
Electrical energy	MWh	4,769	4,651	4,309	5,420	8,746
Thermal energy, of which						
› In-house generation	MWh	3,732	4,065	3,087	3,954	4,164
› District heating sourcing	MWh	3,732	4,065	3,087	3,954	4,164
District cooling	MWh	-	-	-	-	-
Natural gas for production processes	MWh	-	-	-	-	-
Material usage (excl. water and energy sources)						
Fuels	l	132,009	79,979	100,904	116,360	139,812
Water						
Water consumption	m³	39,205	42,330	37,172	61,060	50,252
Wastewater quantity	m³	7,854	7,864	7,925	19,604	11,710
Waste						
Volume of waste (excluding metallic waste), of which	t	221	199	185	210	279
Hazardous waste	t	126	105	94	54	86
› Hazardous waste disposed of	t	116	96	89	45	54
› Hazardous waste recycled	t	10	9	5	8	32
Non-hazardous waste	t	95	94	91	157	193
› Non-hazardous waste disposed of	t	0	0	0	0	0
› Non-hazardous waste recycled	t	95	94	91	157	193
Metallic waste	t	-	-	-	-	-
Biodiversity ¹						
Total site area	m²	470,000	470,000	465,690	465,690	465,690
Land consumption (sealed surface area)	m²	172,000	172,000	167,850	167,850	167,850
Total natural area at the site	m²	298,000	298,000	297,840	297,840	246,650 ²
Total natural area away from the site	m²	0	0	0	0	187,750

¹ Values for land consumption and total natural area were first recorded for 2019
² Reduction by gravel areas that are not classified as natural.

► Due to optimizations of the method of determination (e.g., total output for Münchsmünster) and the increased scope of determination in some cases (e.g., total greenhouse gas emissions), some data from the previous years deviate from those in previous Environmental Declarations.

	Unit	2020	2021	2022	2023	2024
Emissions						
Total greenhouse gas emissions						
Total greenhouse gas emissions ²	t CO ₂ equivalent	670	380	398	388	465
Total CO ₂ emitted from stationary systems ³	t CO ₂	228	23	32	19	98
Directly emitted CO ₂ from mobile systems ⁴	t CO ₂	442	357	365	368	366
CO ₂ equivalents from HFC and HCFC emissions ⁵	t CO ₂ equivalent	0	0	0	0	0
Total emissions into the air ⁶						
NO _x (nitrogen oxides)	t	0.01	0.01	0.01	0.01	0.04
PM (dust)	t	0.00047	0.00033	0.00048	0.00024	0.00140
SO ₂ (sulfur dioxide)	t	0.00022	0.00015	0.00021	0.00011	0.00063
VOC (volatile organic compounds)	t	0.75	0.53	0.72	0.39	2.09

² Sum of total CO₂ emitted from stationary systems, directly emitted CO₂ from mobile systems and CO₂ equivalents from HFC and HCFC emissions.
³ Sum of direct CO₂ emissions from fuel use (fuel consumption of engine test beds, diesel sprinkler pumps (from 2023)) in stationary systems at the site and the indirect CO₂ emissions from energy procurement (electrical energy, district heating).
⁴ CO₂ emissions from the energy requirement of mobile systems at the site (company and pool vehicles, Audi driving experience vehicles); sum of fuel consumption of the internal gas station and the fuel, natural gas and/or electricity for the company and pool vehicles that was filled up externally.
⁵ CO₂ equivalents from HFC/HCFC emissions of stationary cooling and air conditioning systems at the site; source of conversion factors: IPCC report "Climate Change," 2007.
⁶ Emissions of the stationary systems at the site; SO₂ emissions shown only for the combustion of heating oil or fuels.

Core indicator B/Neuburg site

	Unit	2020	2021	2022	2023	2024
Product output						
Number of customers	Person	8,263	3,330	8,484	12,385	12,569
Number of driving events	Unit	170	217	274	315	383



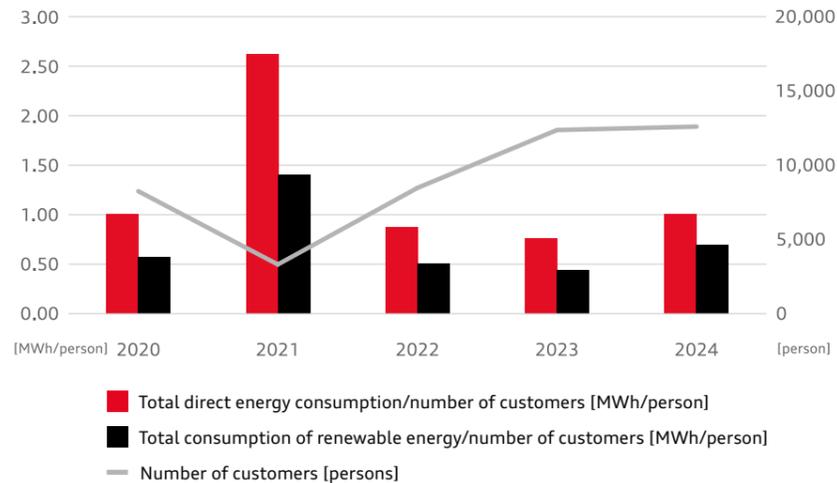
The high-tech Audi Neuburg site is home to the Audi driving experience, Audi Sport and Audi Formula Racing.

Core indicators R/Neuburg site

The driving and experience center in Neuburg has a special status. The focus is on the driving experience. This is why the number of customers is defined as a reference value. In addition, the core indicators are influenced heavily by the further activities at the site. The gradual electrification as well as the conversion and expansion of the engine test beds for Audi Formula Racing GmbH is therefore clearly visible in the core indicators from 2023. In 2020 and 2021, a considerable decline in customer numbers as a result of the coronavirus pandemic (sum of active and inactive customers and visitors) led to a significant increase in the core indicators. Since May 2022, near normal driving experience operations have been possible again. In 2024, the ongoing completion of the test beds and the new buildings for Audi Formula Racing GmbH is once again clearly evident in the core indicators.

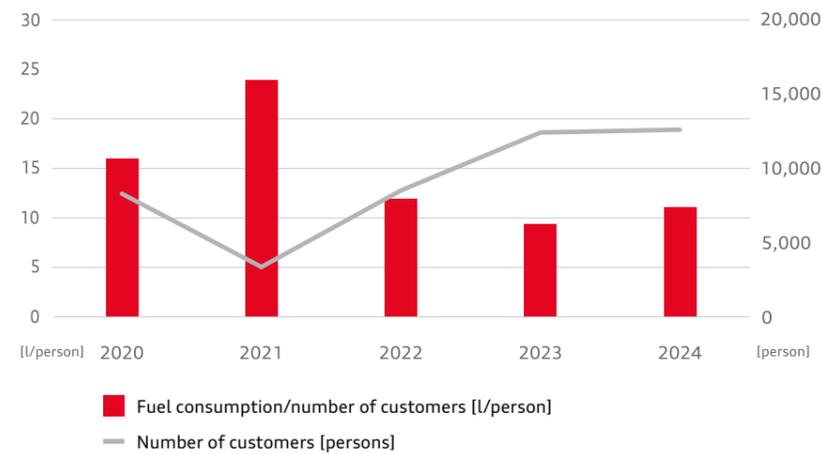
Energy

An increase in the energy consumption per customer can be seen from 2020 up to and including 2021. This increase in 2020 and 2021 is attributable to higher electricity consumption resulting from ongoing electrification and, on the other hand, to the drop in customer numbers as a result of the coronavirus pandemic. In 2022, energy efficiency measures in the context of the gas shortage and the increase in the number of customers caused the energy consumption per customer to decrease. Energy consumption per customer was reduced again in 2023. In 2024, the completion of the test beds and the new test building for Audi Formula Racing GmbH resulted in an increase in energy consumption due to the activities initiated there.



Material usage

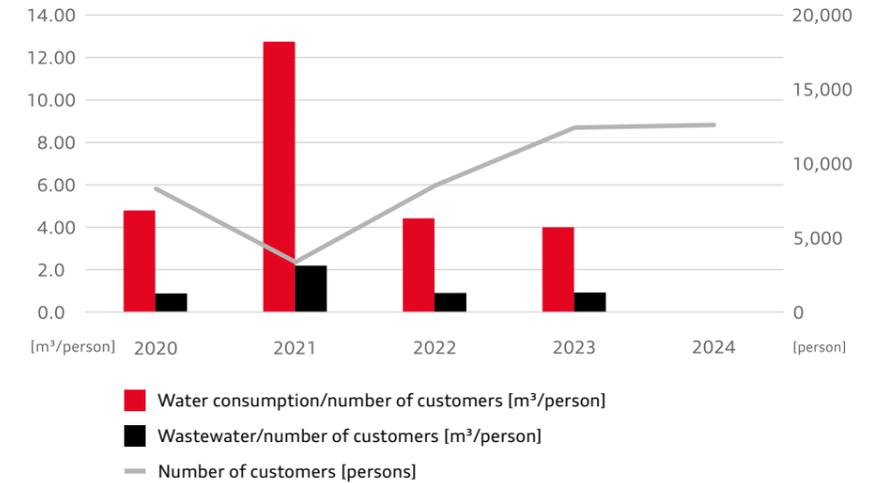
The material usage or mass throughput of raw material at the Neuburg site comes from the fuel consumption. In addition to a decrease in the fuel consumption of the engine test beds, a decrease in the fuels filled was also recorded from 2019 through 2021. The fact that the fuel consumption per customer increased nevertheless until 2021 is due to the smaller number of customers as compared to the previous years due to the coronavirus pandemic. Fuel consumption per customer decreased



once more in 2022 and 2023 due to the gradual return to normal driving experience operations. After a significant reduction in fuel consumption at the engine test beds as a result of conversion work in 2023, fuel consumption at the engine test beds increased again in 2024 as completion progressed.

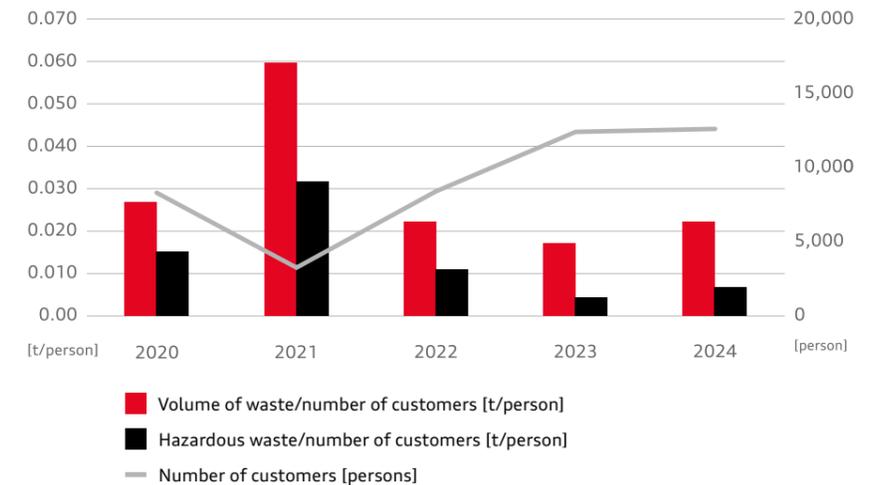
Water

The water requirement depends essentially on the need for cooling water and the weather. Between 60 and 70 percent of the water is needed for watering the dynamic handling area. The wastewater quantity fluctuates and depends essentially on the need for cooling water and the resulting process wastewater. The sharp rise in water consumption and the wastewater quantity in 2023 can be attributed to damage to the drinking water pipeline.



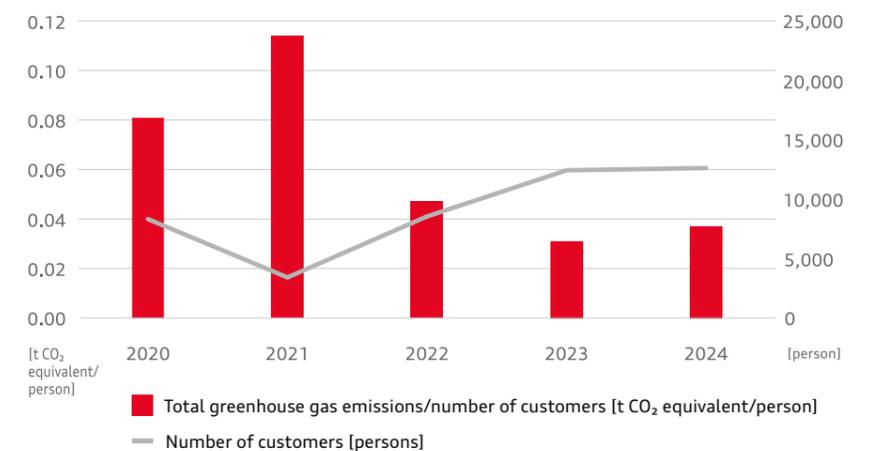
Waste

The visible significant increase in the volume of waste per customer up to and including 2021 can be attributed largely to the reclassification of the mixed waste from washing systems as hazardous waste in 2019. In addition, the drop in customer numbers in 2020 and 2021 due to the coronavirus pandemic carries significant weight. In 2024, the increasing activities of Audi Formula Racing GmbH also impacted the waste indicators.



Emissions

The total greenhouse gas emissions at the Neuburg site depend directly on the fuel consumption. Following an increase that lasted up to and including 2021, the total greenhouse gas emissions per customer declined again in 2022 and 2023. In 2024, the increased use of fuel for the test beds at Audi Formula Racing GmbH was reflected in total greenhouse gas emissions.



Biodiversity

Changes to the areas in m² per customer until 2021 result exclusively from the development of the customer number. The absolute core indicators of land consumption, total natural area at the site and total natural area away from the site were recorded for the first time in 2019. These values remained unchanged up to and including 2021. A further, more detailed evaluation of the individual areas was performed in 2022.

Core indicators R/Neuburg site

	Unit	2020	2021	2022	2023	2024
Energy						
Total direct energy consumption/ number of customers	MWh/ person	1.03	2.62	0.87	0.76	1.03
of which total consumption of renewable energy/number of customers	MWh/ person	0.58	1.40	0.51	0.44	0.70
Material usage						
Fuel consumption/number of customers	l/person	15.98	24.02	11.89	9.40	11.12
Water						
Water consumption/ number of customers	m³/person	4.74	12.71	4.38	4.93	4.00
Wastewater/number of customers	m³/person	0.95	2.36	0.93	1.58	0.93
Waste						
Volume of waste/number of customers	kg/person	26.71	59.74	21.82	16.99	22.17
of which hazardous waste/ number of customers	kg/person	15.24	31.63	11.08	4.32	6.82
Biodiversity						
Land consumption (sealed surface area)/ number of customers	m²/person	20.82	51.65	19.78	13.55	13.35
Total natural area at the site/ number of customers	m²/person	36.06	89.49	35.11	24.05	21.06
Total natural area away from the site/ number of customers	m²/person	0.00	0.00	0.00	0.00	14.94
Emissions						
Total greenhouse gas emissions/ number of customers	t CO ₂ equivalent/ person	0.08	0.11	0.05	0.03	0.04
NO _x (nitrogen oxides)/ number of customers	kg/person	0.001	0.003	0.001	0.001	0.003
PM (dust)/number of customers	kg/person	0.00006	0.00010	0.00006	0.00002	0.00011
SO ₂ (sulfur dioxide)/ number of customers	kg/person	0.00003	0.00005	0.00003	0.00001	0.00005
VOC (volatile organic compounds)/ number of customers	kg/person	0.091	0.158	0.085	0.031	0.166



Neuburg: high-quality biotope along the offroad course.

Core indicators A/Neustadt site

	Unit	2020	2021	2022	2023	2024
Energy						
Total direct energy consumption	MWh	-	-	4,812	5,112	5,076
of which total consumption of renewable energy	MWh	-	-	2,963	3,614	5,076
Electrical energy (incl. in-house generation)	MWh	-	-	2,963	3,614	3,563
Thermal energy, of which						
> In-house generation	MWh	-	-	1,849	1,498	1,513
> District heating sourcing	MWh	-	-	-	-	-
District cooling	MWh	-	-	-	-	-
Natural gas for production processes	MWh	-	-	-	-	-
Material usage (excl. water and energy sources)						
Fuels	l	-	-	209,818	263,421	288,599
Water						
Water consumption	m³	-	-	31,278	32,990	32,612
Wastewater quantity	m³	-	-	3,857	4,013	3,351
Waste						
Volume of waste (excluding metallic waste), of which	t	-	-	21	36	30
Hazardous waste	t	-	-	7	19	17
> Hazardous waste disposed of	t	-	-	7	11	0
> Hazardous waste recycled	t	-	-	0.1	9	17
Non-hazardous waste	t	-	-	14	16	13
> Non-hazardous waste disposed of	t	-	-	0	0.1	0
> Non-hazardous waste recycled	t	-	-	14	16	13
Metallic waste	t	-	-	-	-	-
Biodiversity						
Total site area	m²	-	-	2,596,237	2,596,237	2,596,237
Land consumption (sealed surface area)	m²	-	-	406,700	409,004	409,004
Total natural area at the site	m²	-	-	2,189,537	2,187,233	2,187,233
Total natural area away from the site	m²	-	-	235,336	235,336	235,336

	Unit	2020	2021	2022	2023	2024
Emissions						
Total greenhouse gas emissions						
Total greenhouse gas emissions ¹	t CO ₂ equivalent	-	-	810	847	575
Total CO ₂ emitted from stationary systems ²	t CO ₂	-	-	373	302	0
Directly emitted CO ₂ from mobile systems ³	t CO ₂	-	-	437	530	575
CO ₂ equivalents from HFC and HCFC emissions ⁴	t CO ₂ equivalent	-	-	0	14	0
Total emissions into the air ⁵						
NO _x (nitrogen oxides)	t	-	-	0.19	0.16	0.16
PM (dust)	t	-	-	-	-	-
SO ₂ (sulfur dioxide)	t	-	-	-	-	-
VOC (volatile organic compounds)	t	-	-	0.05	0.06	0.07

¹ Sum of total CO₂ emitted from stationary systems, directly emitted CO₂ from mobile systems and CO₂ equivalents from HFC and HCFC emissions.
² Sum of direct CO₂ emissions from fuel use (natural gas) in stationary systems at the site and the indirect CO₂ emissions from energy procurement (electrical energy).
³ CO₂ emissions from the energy requirement of mobile systems at the site (company and pool vehicles, test vehicles); sum of fuel consumption of the internal gas station and the fuel, natural gas and/or electricity for the company and pool vehicles that was filled up externally.
⁴ CO₂ equivalents from HFC/HCFC emissions of stationary cooling and air conditioning systems at the site; source of conversion factors: IPCC report "Climate Change," 2007.
⁵ Emissions of the stationary systems at the site; SO₂ emissions shown only for the combustion of heating oil or fuels.

Core indicator B/Neustadt site

	Unit	2020	2021	2022	2023	2024
Product output						
Number of users (test drives)	Test drive	-	-	17,956	22,853	24,818



Prototype-safe development and testing in Neustadt.



Testing a prototype.

Core indicators R/Neustadt site

Similar to the driving and experience center in Neuburg, the test site in Neustadt also has a special status. The site is a high-security area of Technical Development Ingolstadt and is used to test various vehicle models of Audi and other brands in the Volkswagen Group. The Neustadt site was included in the Environmental Declaration for the first time in 2023. The core indicators were therefore also recorded for the first time for 2022. The development of the core indicators in 2023 and 2024 is primarily driven by the increase in the specified reference value for the number of users (test drives). The sourcing of biogas since early 2024 is clearly evident in the core indicators total consumption of renewable energy/number of users and total greenhouse gas emissions/number of users.

	Unit	2020	2021	2022	2023	2024
Energy						
Total direct energy consumption/number of users	MWh/test drive	-	-	0.27	0.22	0.20
of which total consumption of renewable energy/number of users	MWh/test drive	-	-	0.16	0.16	0.20
Material usage						
Fuel consumption/number of users	l/test drive	-	-	11.69	11.53	11.63
Water						
Water consumption/number of users	m ³ /test drive	-	-	1.74	1.44	1.31
Wastewater/number of users	m ³ /test drive	-	-	0.21	0.18	0.14
Waste						
Volume of waste/number of users	kg/test drive	-	-	1.18	1.56	1.22
of which hazardous waste/number of users	kg/test drive	-	-	0.38	0.84	0.68
Biodiversity						
Land consumption (sealed surface area)/number of users	m ² /test drive	-	-	22.65	17.90	16.48
Total natural area at the site/number of users	m ² /test drive	-	-	121.94	95.71	88.13
Total natural area away from the site/number of users	m ² /test drive	-	-	13.11	10.30	9.48
Emissions						
Total greenhouse gas emissions/number of users	t CO ₂ equivalent/test drive	-	-	0.045	0.037	0.023
NO _x (nitrogen oxides)/number of users	kg/test drive	-	-	0.011	0.007	0.006
VOC (volatile organic compounds)/number of users	kg/test drive	-	-	0.003	0.003	0.003



There are more than 200 hectares of deciduous and mixed forest as well as green areas and deadwood biotopes in Neustadt.

Environmental programs

As part of our cross-area EMAS environmental program, we record and track site-related environmental goals and measures. Many of the goals are designed to continuously improve the environmental performance of the Audi sites in the medium and long term.

Our Mission:Zero environmental program, which is effective in the production and logistics areas, is making an important contribution to this aim across the sites. An interdisciplinary team is working on creating a more ecologically sustainable future in the relevant areas. The fields of action here are decarbonization, water usage, resource efficiency and biodiversity.

As soon as the measures from the Mission:Zero program have reached a suitable maturity level, they will be included in the site-related EMAS environmental program.

Environmental program, Ingolstadt 2025

Environmental aspect	Environmental protection target	Individual measure	Target deadline	Status
Water Wastewater	Reverse osmosis systems N51/N56: saving roughly 100,000 m³ of fresh water per year	Changeover of the N51/N56 reverse osmosis systems from fresh water (Kösching water) to process water	2027	○
	Connection of the lifting system N62 to the MBR, saving roughly 5,000 m³ of fresh water per year	Redirection of sanitary wastewater to the MBR for reprocessing	2024	●
	Reduction of water consumption and volume of wastewater	Changeover from wet to dry paint separation as part of the implementation of the restructuring project of the N56 top coat line (new top coat line 6)	2026	◐
Waste Resources	Reduction of clean oil consumption for hydraulic oil	Changeover from hydraulic oil to re-refined oil in the sheet metal part disposal systems	2026	◐
	Reduction of coil base oiling of steel coils	Gradual changeover of coil base oiling from prelube I to prelube II	Q4/2025	◐
	Reduction of resource consumption in Logistics in the area of packaging materials	Reduction of single-use plastic packaging in PPE41 for top parts	2026	●
Emissions	Reduction of CO₂ emissions in the transport chain from the supplier to the plant (material transport)	Reduction of CO₂ emissions in transport through implementation of decarbonization roadmap for transport logistics	2030	◐ ¹
	Reduction of the GWP value of refrigerant R507A from a GWP of 3,985 to <500 of the refrigerants in the wind tunnel center	Conversion of the refrigeration system	2025	●
	CO₂ reduction through conversion of new wheel center from gas/oil to district heating	Construction of a new wheel center Use of district heat	2029	○
	Reduction of VOC solvent emissions	Cleaning of the exhaust air from the paint booth as part of the implementation of the restructuring project of the N56 top coat line (new top coat line 6)	2026	◐



Environmental aspect	Environmental protection target	Individual measure	Target deadline	Status
Energy	Reduction of energy consumption by means of more efficient cold generation in the wind tunnel center	Conversion of the refrigeration system: Increase of the efficiency in the wind tunnel center by means of an optimized operating strategy	2025	🕒
	Supply of the Ingolstadt site with up to 4,000 MWh/a of electricity from regenerative in-house production	PV systems for Ingolstadt	2025	🕒 ²
	Waste heat use	Use of waste heat from cooling water (reservoir, heat pumps)	2029	🕒
	Reduction of electricity consumption by replacing lamps	Ongoing replacement of T8 and T5 illumination as part of shop renovations and the lamp replacement project	2028	🕒 ³
	Reduction of CO ₂ emissions through efficient energy management	Recording of SEU in the area of building technology and fitting of energy meters to allow for more effective energy management	2026	🕒 ⁴
	Reduction of energy consumption	Use of energy-efficient systems and processes in the area of the paint shop by implementing the restructuring project for top coat line N56 (new top coat line 6)	2026	🕒
Biodiversity	Promotion of biodiversity at the site	Implementation of the biodiversity concept	ongoing	🟢
	Promotion of biodiversity at the site	Finalization of the area-specific maintenance plan	2025	🕒 ⁵
	Awareness-raising and communication	Implementation of at least 3 awareness-raising measures per year	ongoing	🟢
	Improved integration of vocational training	Training courses, implementation of biodiversity measures	ongoing	🟢
Organization	Training/awareness-raising of the apprentices at the Ingolstadt site regarding the topic of environmental protection	Annual environment day in the 1st apprenticeship year	ongoing	🟢
	Training/awareness-raising of the apprentices at the Ingolstadt site as part of environmental and sustainability projects	Environmental/sustainability projects as part of the apprentices' challenge 2025	ongoing	🟢
	Check of the potential of explosion protection measures for CNG and H2 vehicles on the vehicle test rigs	Test facility for vehicles with alternative drive systems	2025	🕒 ⁶
Information	Reduction of the "CO ₂ foot(d)print" of Audi gastronomy	<ol style="list-style-type: none"> Determination of the CO₂ equivalents of the food products used and the meals served Raising awareness among employees regarding the connection between environmental protection and eating habits Gradual (adjustment of the menus for the) reduction of the CO₂ foot(d)print of Audi Gastronomy 	2027	🕒 ⁷

¹ The decarbonization roadmap of the supply chain has been further developed and extended to 2030 (approximately 25% of target achieved as of the end of 2024).

² Postponement due to capacity shortages at the network operator.

³ Implementation status approx. 25%.

⁴ Implementation status approx. 20%.

⁵ The target deadline was adjusted due to the preparation of technical requirements.

⁶ Delay caused by unfulfilled supplier deliverables.

⁷ Postponement due to available data validity.

🕒 Planned 🕒 In process/implementation 🟢 Implemented/completed 🚫 Not technically/economically feasible



Environmental program, Product 2025

Environmental aspect	Environmental protection target	Individual measure	Target deadline	Status
Emissions	NEV: Increase in the range of electric drive concepts (40% NEV* share)	Audi has set itself an environmental target of expanding its offering of electric drive concepts (PHEV/BEV) globally by the end of 2025 to 40% of the Audi new car fleet.	Q4/2025	⊗ ¹
	DCI: reduction of the carbon footprint (life cycle) of each vehicle model on a fleet basis by 30% by 2025 as compared to the baseline year of 2015	Preparation of DCI roadmaps, derivation and implementation of decarbonization measures throughout the entire life cycle, description of the Audi contribution to achieving the Group DCI target.	Q4/2025	⊗ ²
	DCI: reduction of the carbon footprint (life cycle) of each vehicle model on a fleet basis by 40% by 2030 as compared to the baseline year of 2018	Preparation of DCI roadmaps, derivation and implementation of decarbonization measures throughout the entire life cycle, description of the Audi contribution to achieving the Group DCI target.	Q4/2030	●
	DCI: CO ₂ neutrality by 2050	Preparation of DCI roadmaps, derivation and implementation of decarbonization measures throughout the entire life cycle, description of the Audi contribution to achieving the Group DCI target.	Q4/2050	●

¹ Audi has realized an offering of electrified vehicles in all segments; however, in the current market environment, the forecast market sales of electrified vehicles (40%) for 2025 were not achieved. We remain committed to this ambition in principle.
² The forecast market sales of electrified vehicles for 2025 were not achieved. This consequently results in non-achievement of the DCI target for 2025.
 * New energy vehicle

Environmental program, Münchsmünster 2025

Environmental aspect	Environmental protection target	Individual measure	Target deadline	Status
Biodiversity	Increase of the biodiversity index from 0.2 to 0.3	<ul style="list-style-type: none"> - Expansion of the biodiversity concept for Münchsmünster - Handling of invasive plant species at the site (transfer of knowledge to apprentices) - Care for and expansion of the wild bee wall - Care for the biotope in Schrankenbach - Planting work together with the Training Center - Guided tours for Audi employees (transfer of knowledge) - Guided tours & projects with school classes from the region - Planning a habitat for amphibians - Additional second life wood & rhizome - Stand-up display with information on biodiversity 	Q4/2025	● ¹
Waste	Reduction of coil base oiling for steel coils	Gradual changeover of coil base oiling from prelube I to prelube II	Q4/2025	●
Energy	Installation of PV systems	Installation of a PV system on hall K30	Q4/2025	● ²
Organization	Identification of environmental goals taking account of the "Impact Points" and "Site Checklist" methods having regard to the entire site context	Organization of a workshop under the guidance of external environmental auditors	Q4/2025	● ³

¹ Postponement of the target deadline from Q2/2025 to Q4/2025 due to meteorological conditions affecting the planned biodiversity measures.
² The target deadline was postponed due to the availability of certifiers on the market.
³ The target deadline was postponed due to the external assessor's limited capacity.

Environmental program, Neuburg 2025

Environmental aspect	Environmental protection target	Individual measure	Target deadline	Status
Energy	Supply of the Neuburg site with up to 1,400 MWh/a of electricity from regenerative in-house production	Construction of a photovoltaic system with an electricity storage facility at the site	n/a	⊗ ¹
Neighborhood	Avoidance of noise complaints	Performance of an annual dialogue with local residents and optimization of operating times	annually	ongoing
Biodiversity	Establishment of further species of wild bees	Continuous improvement of the biotope areas	2025	●

¹ Not economically viable.

Environmental program, Neustadt 2025

Environmental aspect	Environmental protection target	Individual measure	Target deadline	Status
Neighborhood	Stakeholder management together with the Münchsmünster plant	Performance of an annual dialogue with local residents > stakeholder dialogue	every two years	ongoing
Biodiversity	Expansion of the biodiversity area and diversity	Expansion of the meadow orchard	Q4/2025	●



There are 56 different bee species on the 47-hectare Audi Neuburg site.

Validation



Dr. Bernd Scholz
Dipl.-Chemiker
Umweltgutachter

Vom 13.10.2025 bis 17.10.2025 (gesamt 15 Tage) plus 07.11.2025 (gesamt 2 Std.) wurde im Auftrag der AUDI AG für die Standorte 1) 85045 Ingolstadt, Auto-Union-Str.1, 2) 86633 Neuburg a. d. Donau, Heinrichsheimstraße 200, 3) 93333 Neustadt a. d. Donau, Umbertshausener Weg 9, 4) 85126 Münchsmünster, Berghausener Weg 40 die Erfüllung der Forderungen der (EG) Nr. 1221/2009, (EU) 2017/1505 und (EU) 2018/2026 geprüft.

Erklärung des Umweltgutachters zu den Begutachtungs- und Validierungstätigkeiten

Der Unterzeichnende, Dr. Bernd Scholz, EMAS-Umweltgutachter mit der Registrierungsnummer DE-V-0037, akkreditiert oder zugelassen für den Bereich 29.1 (NACE-Code), bestätigt, begutachtet zu haben, dass die AUDI AG an den Standorten 1) 85045 Ingolstadt, Auto-Union-Str.1, 2) 86633 Neuburg a. d. Donau, Heinrichsheimstraße 200, 3) 93333 Neustadt a. d. Donau, Umbertshausener Weg 9, 4) 85126 Münchsmünster, Berghausener Weg 40, wie in der Umwelterklärung 2025 (2. Aktualisierung) beschrieben, alle Anforderungen der Verordnungen (EG) Nr. 1221/2009, (EU) 2017/1505 und (EU) 2018/2026 des Europäischen Parlaments und des Rates vom 25. 11. 2009, 28.08.2017 und 19.12.2018 über die freiwillige Teilnahme von Organisationen an einem Gemeinschaftssystem für Umweltmanagement und Umweltbetriebsprüfung (EMAS) erfüllen.

Mit der Unterzeichnung dieser Erklärung wird bestätigt, dass

- die Begutachtung und Validierung in voller Übereinstimmung mit den Anforderungen der Verordnungen (EG) Nr. 1221/2009, (EU) 2017/1505 und (EU) 2018/2026 durchgeführt wurden,
- das Ergebnis der Begutachtung und Validierung bestätigt, dass keine Belege für die Nichteinhaltung der geltenden Umweltvorschriften vorliegen,
- die Daten und Angaben der Umwelterklärung 2025 der Organisation AUDI AG an den genannten Standorten ein verlässliches, glaubhaftes und wahrheitsgetreues Bild sämtlicher Tätigkeiten der Organisation innerhalb des in der Umwelterklärung jeweils angegebenen Bereichs geben.

Diese Erklärung kann nicht mit einer EMAS-Registrierung gleichgesetzt werden. Die EMAS-Registrierung kann nur durch eine zuständige Stelle gemäß der Verordnung (EG) Nr. 1221/2009 erfolgen. Diese Erklärung darf nicht als eigenständige Grundlage für die Unterrichtung der Öffentlichkeit verwendet werden.

Diez, den 21.11.2025

Dr. Bernd Scholz
Umweltgutachter, DE-V-0037

Dr. B. Scholz, 65582 Diez, Am Katzenstein 4

Registration data with the Chamber of Commerce

URKUNDE



AUDI AG

Standorte

AUDI AG Ingolstadt, Auto-Union-Straße 1,
85045 Ingolstadt
Audi Münchsmünster, Berghäuser Weg 3,
85126 Münchsmünster
Audi Neuburg mit der Audi Sport GmbH und der Audi
Formula Racing GmbH, Heinrichsheimstraße 200,
86633 Neuburg a. d. Donau
Audi Prüfgelände Neustadt (PGN), Umbertshausener
Weg 9, 93333 Neustadt a. d. Donau

Register-Nr.: DE-155-00040

Ersteintragung am
19. Januar 2021

Diese Urkunde ist gültig bis
4. Dezember 2026

Diese Organisation wendet zur kontinuierlichen Verbesserung der Umweltleistung ein Umweltmanagementsystem nach der EG-Verordnung Nr. 1221/2009 und EN ISO 14001:2015 (Abschnitt 4 bis 10) an, veröffentlicht regelmäßig eine Umwelterklärung, lässt das Umweltmanagementsystem und die Umwelterklärung von einem zugelassenen, unabhängigen Umweltgutachter begutachten, ist eingetragen im EMAS-Register (www.emas-register.de) und deshalb berechtigt, das EMAS-Logo zu verwenden.



München, den 12. Dezember 2023

Dr. Manfred Gößl
Hauptgeschäftsführer



Certification



ZERTIFIKAT



Hiermit wird bescheinigt, dass

AUDI AG
85045 Ingolstadt
Deutschland

mit den im Anhang gelisteten Standorten

ein Umweltmanagementsystem eingeführt hat und anwendet.

Geltungsbereich:
Herstellung von Kraftwagen und Kraftwagenmotoren

Durch ein Audit, dokumentiert in einem Bericht, wurde der Nachweis erbracht, dass das Managementsystem die Forderungen des folgenden Regelwerks erfüllt:

ISO 14001 : 2015

Zertifikat-Registrier-Nr. 547237 UM15	 
Gültig ab 2023-12-13	
Gültig bis 2026-12-03	
Zertifizierungsdatum 2023-12-13	

DQS IS A MEMBER OF




DQS GmbH



Christian Gerling
Geschäftsführer

Akkreditierte Stelle: DQS GmbH, August-Schanz-Straße 21, 60433 Frankfurt am Main
Die Gültigkeit dieses Zertifikates kann nur durch den QR-Code verifiziert werden.

Certification



ZERTIFIKAT



Hiermit wird bescheinigt, dass

AUDI AG
85045 Ingolstadt
Deutschland

mit den im Anhang gelisteten Standorten

ein Energiemanagementsystem eingeführt hat und anwendet.

Geltungsbereich:
Herstellung von Kraftwagen und Kraftwagenmotoren

Durch ein Audit, dokumentiert in einem Bericht, wurde der Nachweis erbracht, dass das Managementsystem die Forderungen des folgenden Regelwerks erfüllt:

ISO 50001 : 2018

Zertifikat-Registrier-Nr. 547237 EMSt21	 
Gültig ab 2023-12-13	
Gültig bis 2026-12-03	
Zertifizierungsdatum 2023-12-13	

DQS IS A MEMBER OF




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Die Gültigkeit dieses Zertifikates kann nur durch den QR-Code verifiziert werden.

Glossary

Audi regards net carbon neutrality as a state in which, following the exhaustion of other possible measures aimed at reducing the still remaining CO₂ emissions caused by the products or activities of Audi and/or currently unavoidable CO₂ emissions within the scope of the supply chain, manufacturing and recycling of Audi vehicles, at least quantitative compensation is provided through voluntary and globally conducted compensation projects. Throughout the utilization phase of a vehicle, meaning from when a vehicle is delivered to a customer, CO₂ emissions produced are not taken into account.

The **natural gas volume** used at the Audi sites Ingolstadt, Münchsmünster and Neustadt is quantitatively compensated by the purchase of certificates for biomethane, which is fed into the supply network elsewhere.

The **CO₂ equivalent** describes the effect of different greenhouse gases on the climate in relation to the effect of CO₂. The global warming potential in CO₂ equivalents of carbon dioxide is equated with 1. Per definition, gases with a value greater than 1 have a greater global warming potential than CO₂.

Publishing details

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IMAGO 87, Agentur für Öffentlichkeitsarbeit und Mediengestaltung GmbH

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Date for the next Environmental Declaration:

Audi will publish the next Environmental Declaration in 2026.

Audi Vorsprung durch Technik

AUDI AG

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Date published: October 2025