



## Lead the Charge Automaker Supply Chain Scorecard - 2025 Edition

*The aim of this scorecard is to establish a new expectation – and competitive advantage – for what a clean car really is. Not just an EV, but an EV that is manufactured:*

- **Equitably** – respecting and advancing the rights of Indigenous Peoples, workers, and local communities throughout the supply chain.
- **Sustainably** – preserving and restoring environmental health and biodiversity across supply chains, whilst reducing primary resource demand through efficient resource use and increased recycled content.
- **Fossil free** – 100% electric and made with a fossil fuel-free supply chain.

*The indicator development for the scorecard was led by Pensions & Investment Research Consultants (PIRC), Europe's largest independent corporate governance and shareholder advisory firm, whose work was guided by members of the Lead the Charge coalition. [Please refer to the accompanying methodology document](#) for more information on the indicator development and research process.*

*This document contains the scores obtained by each automaker for each indicator of the scorecard, as well as explanations for why they were awarded these scores and information on the thresholds and benchmarks used for each indicator.*

### Navigating this document

This document has several worksheets which present the data from the scorecard with differing levels of detail:

[2. Summary | Overall - - this worksheet presents the total scores the automakers received for each of the two main categories \(climate & environment, and human rights\), as well as the total scores for each of their four sub-categories.](#)

[3. Summary | Climate & Environment - this worksheets presents the scores for each indicator of the climate and environment category, which looks at automakers' efforts to ensure fossil-free and environmentally responsible supply chains.](#)

[4. Summary | Respect for Human Rights - this worksheet presents the scores for each indicator of the human rights categories, which looks at efforts by automakers to ensure responsible sourcing and respect for human rights throughout their supply chain](#)

[5. Auto Review | Climate & Environment - this worksheet also presents automakers' scores for each indicator in the climate & environment category but additionally includes the explanation and references for each score they received, as well as information on the respective benchmarks and thresholds applied to each indicator.](#)

[6. Auto Review | Respect for Human Rights - this worksheet also presents automakers' scores for each indicator in the human rights category but additionally includes the explanation and references for each score they received, as well as information on the respective benchmarks and thresholds applied to each indicator.](#)

[7. New Indicators | Not For Publication in 2025 Edition - this worksheet presents the scoring of new indicators that have been developed this year \(see the attached methodology for more information\). These indicators will not be included in the public version of the 2025 Leaderboard: scores are only shared with automakers and within the Lead the Charge network.](#)

[8. Weightings - this worksheet provides an overview of the weighting methodology applied to the groups of indicators used for each sub-category. Please see the accompanying methodology document for more information on this weighting methodology](#)

[8. 3rd Party Schemes Assessment - this worksheet shows the results of the assessment of third party auditing and accreditation schemes, which results in point modifiers being applied to some indicators. Please see the accompanying methodology document for more information on this assessment.](#)

Auto	Total score	Fossil Free and Environmentally Sustainable Supply Chains						Human rights and Responsible Sourcing					BEV % of total vehicle sales <sup>^</sup>
		General	Steel	Aluminium	Batteries	Total	Total x IM <sup>~</sup>	General	Transition minerals	Indigenous rights	Workers' rights	Total	
Ford	42%	45%	21%	35%	19%	30%	33%	69%	89%	20%	28%	52%	
Tesla	43%	42%	22%	33%	36%	33%	40%	60%	69%	26%	27%	46%	
Mercedes	41%	54%	24%	24%	37%	35%	38%	68%	40%	21%	50%	45%	
BMW	29%	60%	11%	1%	15%	22%	20%	64%	42%	12%	39%	39%	
Volkswagen	32%	51%	15%	4%	30%	25%	27%	69%	42%	6%	33%	37%	
Volvo	38%	32%	57%	44%	15%	37%	45%	62%	35%	4%	26%	32%	
Stellantis*	23%	36%	3%	4%	24%	17%	15%	68%	33%	0%	21%	31%	
GM	23%	28%	18%	21%	7%	19%	21%	47%	25%	11%	19%	25%	
Hyundai*	21%	44%	12%	4%	9%	17%	19%	48%	27%	0%	20%	24%	
Renault*	23%	47%	9%	9%	35%	25%	22%	44%	19%	6%	24%	23%	
Kia*	16%	29%	8%	0%	8%	11%	12%	39%	19%	0%	20%	20%	
Geely	18%	34%	16%	16%	11%	19%	19%	40%	14%	2%	12%	17%	
Honda	10%	15%	0%	0%	1%	4%	4%	32%	21%	0%	11%	16%	
Toyota	10%	15%	0%	0%	6%	5%	5%	22%	23%	0%	17%	16%	
Nissan*	12%	20%	11%	11%	4%	12%	12%	28%	9%	0%	12%	12%	
BYD	6%	5%	0%	0%	9%	3%	4%	17%	6%	0%	6%	7%	
GAC	4%	13%	0%	0%	10%	6%	6%	4%	2%	0%	0%	2%	
SAIC	1%	1%	0%	0%	7%	2%	2%	0%	0%	0%	0%	0%	

\*EV Volumes groups sales by of Hyundai-Kia and the Renault-Nissan-Mitsubishi alliance. They have been evaluated separately as they have different supply chain practices and policies and for ease, their EV Aug YTD sales were evenly split between them

<sup>~</sup>InfluenceMap scores were applied as a multiplier on the C&E section. Autos with a C or above received positive multiplier; below received negative, and autos not evaluated by InfluenceMap received no change. See the Climate & Environment review sheet for details. <https://automotive.influencemap.org/>

<sup>^</sup> EV-Volumes OEM Share tracker. All figures are cumulative annual values from January 2023 up to and including July 2023. The data covers passenger vehicles only and includes Europe, China, Korea, Japan, the United States and Canada.

LINKED DATA

Sub-section	Indicator Category	Indicators	Total Number of Points	BMW Points	BYD Points	
1. Fossil Free and Environmentally Sustainable Supply Chains (General)	1.1. Disclosure of emissions, water and deforestation management	1.1.1. The company discloses total scope 3 GHG emissions due to purchased goods and services.	2	2	0	
		1.1.2. The company discloses "significant emissions" in its supply chain.	1	0	0	
		1.1.3. The company discloses water usage by key suppliers in its supply chain.	1	0	0	
		1.1.4. The company discloses deforestation and conversion-free commodity volumes from its supply chain	1	0	0	
		<b>DISCLOSE TOTAL</b>	<b>5</b>	<b>2</b>	<b>0</b>	
		<b>DISCLOSE NORMALIZED</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	
		<b>DISCLOSE %</b>		<b>40%</b>	<b>0%</b>	
	1.2. Target-setting and progress towards fossil free and environmentally sustainable supply chains	1.2.1. The company has set and disclosed a scope 3 SBT (must include reference to upstream/purchased goods & not only 'Well to Wheel')	2	2	0	
		1.2.2. The company commits to having suppliers provide science-based targets for GHG emissions.	1	0.25	0	
		1.2.3. The company discloses the current percentage of suppliers providing science-based targets.	1	0	0	
		1.2.4. The company requires all significant suppliers to set water reduction targets and disclose their water usage.	1	0.5	0	
		1.2.5. The company has programs in place to monitor suppliers for compliance with GHG emissions targets and other environmental impacts.	1	0.50	0	
		1.2.6. The company commits to eliminate deforestation and the conversion of all natural ecosystems from their supply chains.	1	0.25	0.25	
		<b>TARGET-SETTING &amp; PROGRESS TOTAL</b>	<b>7</b>	<b>3.5</b>	<b>0.25</b>	
		<b>TARGET-SETTING &amp; PROGRESS NORMALIZED</b>	<b>1.5</b>	<b>0.8</b>	<b>0.1</b>	
		<b>TARGET-SETTING &amp; PROGRESS %</b>		<b>50%</b>	<b>4%</b>	
	1.3. Use of supply chain levers to achieve fossil free and environmentally sustainable supply chains	1.3.1. The company incentivises suppliers to reduce GHG and other significant air emissions.	1	0.75	0.25	
		1.3.2. The company implements incentives and control systems to improve water management by suppliers	1	1	0	
		1.3.3. The company implements incentives and control systems to eliminate deforestation from its supply chain	1	0.6	0	
		<b>SUPPLY CHAIN LEVERS TOTAL</b>	<b>3</b>	<b>2.35</b>	<b>0.25</b>	
		<b>SUPPLY CHAIN LEVERS NORMALIZED</b>	<b>2.0</b>	<b>1.6</b>	<b>0.2</b>	
		<b>SUPPLY CHAIN LEVERS %</b>		<b>78%</b>	<b>8%</b>	
	<b>GENERAL CLIMATE AND ENVIRONMENT - TOTAL NORMALIZED</b>			<b>4.5</b>	<b>2.7</b>	<b>0.2</b>
	<b>GENERAL CLIMATE AND ENVIRONMENT - TOTAL % SCORE (WEIGHTED)</b>				<b>60%</b>	<b>5%</b>
	2. Fossil Free and Environmentally Sustainable Steel	2.1. Disclosure of scope 3 GHG emissions due to steel supply chains	2.1.1. The company discloses disaggregated GHG emissions for their steel supply chains.	1	0	0
			<b>DISCLOSE TOTAL</b>	<b>1</b>	<b>0</b>	<b>0</b>
			<b>DISCLOSE NORMALIZED</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>
<b>DISCLOSE %</b>				<b>0%</b>	<b>0%</b>	
2.2. Target setting and progress towards fossil free and environmentally sustainable steel supply chains		2.2.1. The company has set targets for the use of fossil free and environmentally sustainable steel.	2	0	0	
		2.2.2. The company publishes progress towards their target by disclosing the current percentage of low-CO2 steel in their annual production cycle.	1	0	0	
		2.2.3. The company has a target for the use of secondary/ scrap steel by 2030.	2	0	0	
		2.2.4. The company publishes progress towards their target by disclosing the current percentage of recycled steel used in its annual production cycle.	1	0	0	
		<b>TARGET-SETTING &amp; PROGRESS TOTAL</b>	<b>6</b>	<b>0</b>	<b>0</b>	
		<b>TARGET-SETTING &amp; PROGRESS NORMALIZED</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	
<b>TARGET-SETTING &amp; PROGRESS %</b>			<b>0%</b>	<b>0%</b>		

Sub-section	Indicator Category	Indicators	Total Number of Points	BMW Points	BYD Points		
	<b>2.3. Use of supply chain levers to achieve fossil free and environmentally sustainable steel supply chains</b>	2.3.1. The company participates in multi-stakeholder procurement initiatives to collaborate with other buyers to incentivise investment in and production of fossil free steel at scale.	1	0	0		
		2.3.2. The company participates in multi-stakeholder standard / certification initiatives to drive investment in and production of socially and environmentally sustainable steel at scale.	1	0	0		
		2.3.3. The company has entered into formal arrangements with suppliers to incentivise investment in and greater production of fossil free steel.	2	1.5	0		
		2.3.4. The company integrates improved recyclability of steel into automobile design and manufacture.	2	0	0		
		<b>SUPPLY CHAIN LEVERS TOTAL</b>	<b>6</b>	<b>1.5</b>	<b>0</b>		
		<b>SUPPLY CHAIN LEVERS NORMALIZED</b>	<b>2.0</b>	<b>0.5</b>	<b>0.0</b>		
		<b>SUPPLY CHAIN LEVERS %</b>		<b>25%</b>	<b>0%</b>		
		<b>STEEL - TOTAL NORMALIZED</b>	4.5	<b>0.5</b>	<b>0.0</b>		
		<b>STEEL - TOTAL % SCORE (WEIGHTED)</b>				<b>11%</b>	<b>0%</b>
		<b>3.Fossil Free and Environmentally Sustainable Aluminium</b>	3.1. Disclosure of scope 3 GHG emissions due to aluminium	3.1.1. The company discloses disaggregated GHG emissions for their aluminium supply chains.	1	0	0
<b>DISCLOSE TOTAL</b>	<b>1</b>			<b>0</b>	<b>0</b>		
<b>DISCLOSE NORMALIZED</b>	<b>1.0</b>			<b>0.0</b>	<b>0.0</b>		
<b>DISCLOSE %</b>				<b>0%</b>	<b>0%</b>		
3.2. Target setting and progress towards fossil free and environmentally sustainable aluminium supply chains	3.2.1 The company has set targets for the use of fossil free and environmentally sustainable aluminium		2	0	0		
	3.2.2. The company publishes progress towards their target by disclosing the current percentage of low-co2 aluminium in their annual production cycle		1	0	0		
	3.2.3. The company has a target to increase use of secondary/scrap aluminium by 2030.		2	0	0		
	3.2.4. The company publishes progress towards their target by disclosing the current percentage of recycled aluminium used in its annual production cycle		1	0	0		
	<b>TARGET-SETTING &amp; PROGRESS TOTAL</b>		<b>6</b>	<b>0</b>	<b>0</b>		
	<b>TARGET-SETTING &amp; PROGRESS NORMALIZED</b>		<b>1.5</b>	<b>0.0</b>	<b>0.0</b>		
<b>TARGET-SETTING &amp; PROGRESS %</b>			<b>0%</b>	<b>0%</b>			
3.3. Use of supply chain levers to achieve fossil free and environmentally sustainable aluminium supply chains	3.3.1. The company participates in multi-stakeholder procurement initiatives to collaborate with other buyers to incentivise investment in and production of fossil free aluminium at scale.		1	0	0		
	3.3.2. The company participates in multi-stakeholder standard / certification initiatives to drive investment in and production of socially and environmentally sustainable aluminium		1	0.1	0		
	3.3.3. The company has entered into formal arrangements with suppliers to incentivise investment in and greater production of fossil free aluminium		2	0	0		
	3.3.4. The company integrates improved recyclability of aluminium into automobile design and manufacturing process.		2	0	0		
	<b>SUPPLY CHAIN LEVERS TOTAL</b>		<b>6</b>	<b>0.1</b>	<b>0</b>		
	<b>SUPPLY CHAIN LEVERS NORMALIZED</b>		<b>2.0</b>	<b>0.0</b>	<b>0.0</b>		
<b>SUPPLY CHAIN LEVERS %</b>			<b>2%</b>	<b>0%</b>			
<b>ALUMINIUM - TOTAL NORMALIZED</b>			4.5	<b>0.0</b>	<b>0.0</b>		
<b>ALUMINIUM - TOTAL % SCORE (WEIGHTED)</b>				<b>1%</b>	<b>0%</b>		
<b>4. Fossil Free and Environmentally Sustainable</b>	4.1. Disclosure of scope 3 GHG emissions due to battery supply chains	4.1.1. The company discloses disaggregated scope 3 emissions for their battery supply chains, including a total for the whole battery and disaggregated emissions for key battery minerals (cathode / anode active materials)	1	0	0		
		<b>DISCLOSE TOTAL</b>	<b>1</b>	<b>0</b>	<b>0</b>		
		<b>DISCLOSE NORMALIZED</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>		

Sub-section	Indicator Category	Indicators	Total Number of Points	BMW Points	BYD Points	
Batteries	chains	<b>DISCLOSE %</b>		<b>0%</b>	<b>0%</b>	
	4.2. Target setting and progress towards fossil free and environmentally sustainable battery supply chains	4.2.1. The company has set a target to produce fossil free and environmentally sustainable batteries.	1	0	0	
		4.2.2. The company has set a target to reduce reliance on energy intensive minerals in battery production.	1	0	0	
		4.2.3. The company has set collection and/or recovery targets for high intensity battery metals.	1	0	0	
		<b>TARGET-SETTING &amp; PROGRESS TOTAL</b>	<b>3</b>	<b>0</b>	<b>0</b>	
		<b>TARGET-SETTING &amp; PROGRESS NORMALIZED</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	
		<b>TARGET-SETTING &amp; PROGRESS %</b>		<b>0%</b>	<b>0%</b>	
		4.3. Use of supply chain levers to achieve fossil free and environmentally sustainable battery supply chains	4.3.1. The company requires all battery manufacturers to use 100% renewable electricity	2	1	0
			4.3.3. Company enters into formal agreements (inclusive of joint ventures and investments) with extractives and other value chain companies to reduce the environmental impact of lithium sourcing.	1	0.5	0
			4.3.4. Company enters into formal agreements (inclusive of joint ventures and investments) with extractives and other value chain companies to reduce the environmental impact of nickel sourcing.	1	0	0
			4.3.5. Company enters into formal agreements (inclusive of joint ventures and investments) with extractives and other value chain companies to reduce the environmental impact of cobalt sourcing.	1	0	0
	4.3.6. The company participates in multi-stakeholder initiatives to collaborate with other buyers to incentivise investment in and production of fossil free and environmentally sustainable batteries at scale.		1	1	0	
	4.3.7. The company invests in the development of new battery chemistries & technologies that reduce their overall material and carbon footprint by reducing the use of emissions-intensive minerals and toxic materials (such as persistent organic pollutants (POPs))		2	1	2	
	4.3.8. The company invests in the development of new battery designs, technologies, systems and/or processes to maximize the recyclability of EV batteries		1	0	0	
	4.3.9. The company has established processes for battery repair, reuse and repurposing in order to maximize the usable lifespan of its EV batteries.		1	0	0	
	4.3.10. The company has established closed-loop processes in order to maximize the recycling of end-of-life EV batteries		1	0.25	0.25	
	<b>SUPPLY CHAIN LEVERS TOTAL</b>		<b>11</b>	<b>3.75</b>	<b>2.25</b>	
<b>SUPPLY CHAIN LEVERS NORMALIZED</b>	<b>2.0</b>	<b>0.7</b>	<b>0.4</b>			
<b>SUPPLY CHAIN LEVERS %</b>		<b>34%</b>	<b>20%</b>			
	<b>BATTERIES - TOTAL NORMALIZED</b>	4.5	<b>0.7</b>	<b>0.4</b>		
	<b>BATTERIES - TOTAL % SCORE (WEIGHTED)</b>		<b>15%</b>	<b>9%</b>		
Climate	<a href="#">Influence Map</a>	Multiplier applied:		0.9	1.1	

<b>CLIMATE AND ENVIRONMENT - TOTAL NORMALIZED</b>	18.0	<b>3.9</b>	<b>0.6</b>
<b>CLIMATE AND ENVIRONMENT - TOTAL % SCORE (WEIGHTED)</b>		<b>22%</b>	<b>3%</b>
<b>CLIMATE AND ENVIRONMENT - TOTAL NORMALIZED + IM MULTIPLIER</b>		<b>3.5</b>	<b>0.7</b>
<b>CLIMATE AND ENVIRONMENT - TOTAL % SCORE (WEIGHTED) + IM MULTIPLIER</b>		<b>20%</b>	<b>4%</b>

Sub-section	Indicator Category	Indicators	Total Number of Points	BMW Points
1. Responsible Sourcing and Human Rights Due Diligence: General Indicators	1.1. Commit	1.1.1. The company has a public commitment to human rights.	1	1
		1.1.2. The company extends their human rights commitments to their Tier 1 suppliers and beyond.	2	2
		<b>COMMIT TOTAL</b>	<b>3</b>	<b>3</b>
		<b>COMMIT NORMALIZED</b>	<b>1.0</b>	<b>1</b>
		<b>COMMIT %</b>		<b>100%</b>
	1.2. Identify	1.2.1. The company has a process in place to assess salient human rights risks in their supply chain.	1	0.75
		1.2.2. The company discloses the salient human rights risks in their supply chain and where they are located.	1	0.25
		1.2.3. The company has a process for identifying high risk supplier categories in their supply chain.	1	1
		<b>IDENTIFY TOTAL</b>	<b>3</b>	<b>2</b>
		<b>IDENTIFY NORMALIZED</b>	<b>1.5</b>	<b>1.0</b>
		<b>IDENTIFY %</b>		<b>67%</b>
	1.3. Prevent, Mitigate and Account	1.3.1. The company assesses the risk of adverse human rights impacts with suppliers prior to entering into any contracts.	2	1
		1.3.2. The company discloses how it monitors suppliers for compliance with the SCoC during the contract period.	2	0.8
		1.3.3. The company reports on how it is prepared to respond if it finds non-conformances with the SCoC	1.5	1
		1.3.4. The company discloses how they verify the implementation of corrective actions.	1	1
		<b>PREVENT, MITIGATE &amp; ACCOUNT TOTAL</b>	<b>6.5</b>	<b>3.8</b>
		<b>PREVENT, MITIGATE &amp; ACCOUNT NORMALIZED</b>	<b>2.0</b>	<b>1.2</b>
		<b>PREVENT, MITIGATE &amp; ACCOUNT %</b>		<b>58%</b>
	1.4. Remedy	1.4.1. The company has put in place a formal mechanism whereby workers, suppliers, suppliers' workers (in any tier) and other external stakeholders can raise grievances regarding adverse human rights impacts in their supply chain to an impartial entity.	2	1
		1.4.2. The company discloses data about the practical operation of their grievance mechanism, such as the number of grievances filed, addressed, and resolved, their type, severity and outcome.	1	0.5
		1.4.3. The company has put in place a remedy process.	2	1
		<b>REMEDY TOTAL</b>	<b>5</b>	<b>2.5</b>
		<b>REMEDY NORMALIZED</b>	<b>2.0</b>	<b>1.0</b>
<b>REMEDY %</b>			<b>50%</b>	
<b>GENERAL HUMAN RIGHTS - TOTAL NORMALIZED</b>		<b>6.5</b>	<b>4.2</b>	
<b>GENERAL HUMAN RIGHTS - TOTAL % SCORE (WEIGHTED)</b>		<b>64%</b>		
2. Responsible Sourcing of Transition Minerals	2.1. Commit	2.1.1. The company has a commitment to responsible metals and minerals sourcing.	1	1
		2.1.2. The company requires its suppliers to undertake due diligence in accordance with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from Conflict-Affected and High Risk Areas (CAHRAs)	2	1.2
		<b>COMMIT TOTAL</b>	<b>3</b>	<b>2.2</b>
		<b>COMMIT NORMALIZED</b>	<b>1.0</b>	<b>0.7</b>
		<b>COMMIT %</b>		<b>73%</b>

Sub-section	Indicator Category	Indicators	Total Number of Points	BMW Points
	<b>2.2. Identify</b>	2.2.1. The company has a process in place to map transition minerals (e.g. nickel, lithium, cobalt, copper, manganese, zinc) in their supply chains to the point of extraction.	2	1.5
		2.2.2. The company discloses transition minerals risks in their supply chain and where they are located.	1	1
		2.2.3. The company publishes a list of smelters or refiners (SoR) in its supply chain	1	0
		2.2.4. The company discloses which of the SoRs in its supply chain are conformant with the Responsible Minerals Initiative (RMI).	1	0
		<b>IDENTIFY TOTAL</b>	<b>5</b>	<b>2.5</b>
		<b>IDENTIFY NORMALIZED</b>	<b>1.5</b>	<b>0.8</b>
		<b>IDENTIFY %</b>		<b>50%</b>
	<b>2.3. Prevent, Mitigate and Account</b>	2.3.1. The company discloses how it monitors suppliers for compliance with the transition minerals due diligence requirements.	2	0.8
		2.3.2. The company formally engages SoRs to build their capacity to conduct due diligence of their own supply chains.	2	0.5
		2.3.3. The company formally engages extractives companies and includes human rights clauses in any contractual arrangements.	2	2
		2.3.4. The company is a member of IRMA and actively engages their suppliers with regards to IRMA mining audits.  Note: IRMA does not excuse companies from doing their own supply chain due diligence	2	1.2
		2.3.5. The company reports on how it is prepared to respond if it finds non-conformances associated with its responsible minerals sourcing policy occurring in its operations or supply chains.	1.5	1
		2.3.6. The company discloses how they verify the implementation of corrective actions.	1	1
		<b>PREVENT, MITIGATE &amp; ACCOUNT TOTAL</b>	<b>10.5</b>	<b>6.5</b>
		<b>PREVENT, MITIGATE &amp; ACCOUNT NORMALIZED</b>	<b>2.0</b>	<b>1.2</b>
		<b>PREVENT, MITIGATE &amp; ACCOUNT %</b>		<b>62%</b>
		<b>2.4. Remedy</b>	2.4.1. The company has put in place a formal mechanism whereby grievances can be raised about SoR facilities.	1
	<b>REMEDY TOTAL</b>		<b>1</b>	<b>0</b>
	<b>REMEDY NORMALIZED</b>		<b>2.0</b>	<b>0.0</b>
	<b>REMEDY %</b>			<b>0%</b>
<b>TRANSITION MINERALS - TOTAL NORMALIZED</b>			<b>6.5</b>	<b>2.7</b>
<b>TRANSITION MINERALS - TOTAL % SCORE (WEIGHTED)</b>				<b>42%</b>
<b>3. Indigenous Peoples' Rights and Free Prior and Informed Consent (FPIC)</b>	<b>3.1. Commit</b>	3.1.1. The company explicitly commits to respecting the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP).	1	0
		3.1.2. The company has a public commitment to FPIC.	1	0
		3.1.3. The company extends their commitment on Indigenous Peoples' rights to their Tier 1 suppliers	2	2
		3.1.4. These commitments are translated into the languages used by the impacted Indigenous Peoples.	1	0
		<b>COMMIT TOTAL</b>	<b>5</b>	<b>2</b>
		<b>COMMIT NORMALIZED</b>	<b>1.0</b>	<b>0.4</b>

Sub-section	Indicator Category	Indicators	Total Number of Points	BMW Points
		<b>COMMIT %</b>		<b>40%</b>
	<b>3.2. Identify</b>	3.2.1. The company has a process in place to assess risks to Indigenous Peoples' rights in their supply chain to the point of extraction.	1	0
		<b>IDENTIFY TOTAL</b>	<b>1</b>	<b>0</b>
		<b>IDENTIFY NORMALIZED</b>	<b>1.5</b>	<b>0.0</b>
		<b>IDENTIFY %</b>		<b>0%</b>
	<b>3.3. Prevent, Mitigate and Account</b>	3.3.1. The company provides additional discussion regarding the practices by which suppliers must obtain FPIC	1	0
		3.3.2. The company is a member of a multi-stakeholder group (e.g. IRMA) that includes the participation of Indigenous Peoples to ensure respect of Indigenous Peoples' rights at the point of extraction.	2	1.2
		3.3.3. The company has a formal process in place to engage critical upstream suppliers on FPIC (e.g. extractives companies)	2	0
		3.3.4. The company reports on how it is prepared to respond if it finds FPIC breaches in its supply chain.	1	0
		<b>PREVENT, MITIGATE &amp; ACCOUNT TOTAL</b>	<b>6</b>	<b>1.2</b>
		<b>PREVENT, MITIGATE &amp; ACCOUNT NORMALIZED</b>	<b>2.0</b>	<b>0.4</b>
		<b>PREVENT, MITIGATE &amp; ACCOUNT %</b>		<b>20%</b>
	<b>3.4. Remedy</b>	3.4.1. The company's grievance mechanism has a process for investigating and remedying breaches of FPIC that includes a formal role for impacted Indigenous Peoples.	1	0
		<b>REMEDY TOTAL</b>	<b>1</b>	<b>0</b>
		<b>REMEDY NORMALIZED</b>	<b>2.0</b>	<b>0.0</b>
		<b>REMEDY %</b>		<b>0%</b>
		<b>INDIGENOUS RIGHTS - TOTAL NORMALIZED</b>	<b>6.5</b>	<b>0.8</b>
		<b>INDIGENOUS RIGHTS - TOTAL % SCORE (WEIGHTED)</b>		<b>12%</b>
<b>4. Respect for Workers' Rights</b>	<b>4.1. Commit</b>	4.1.1. The company has a commitment to workers' rights	1	0.5
		4.1.2. The company extends their workers' rights commitments to their Tier 1 suppliers and beyond.	2	1.5
		Note: only the specific worker rights commitments are evaluated here. Whether or not these commitments are extended beyond tier 1 suppliers is evaluated in the "General" human rights section.		
		<b>COMMIT TOTAL</b>	<b>3</b>	<b>2</b>
		<b>COMMIT NORMALIZED</b>	<b>1.0</b>	<b>0.7</b>
		<b>COMMIT %</b>		<b>67%</b>
	<b>4.2. Identify</b>	4.2.1. The company consults trade unions and/or workers' representatives in their assessment of salient workers' rights risks in their supply chain.	1	0
		4.2.2. The company discloses the salient workers rights risks in their supply chain and where they are located.	1	1
		<b>IDENTIFY TOTAL</b>	<b>2</b>	<b>1</b>
		<b>IDENTIFY NORMALIZED</b>	<b>1.5</b>	<b>0.8</b>



Sub-section	Indicator Category	Indicators	Total Number of Points	BMW Points
		<b>IDENTIFY %</b>		<b>50%</b>
	<b>4.3. Prevent, Mitigate and Account</b>	4.3.1. The company actively collaborates with workers and the representative organisation(s) of workers' own choosing to promote respect for workers' rights in its supply chain.	2	2
		4.3.2. The company reports on how it is prepared to respond if it finds non-conformances associated with its workers' rights policy occurring in its operations or supply chains.	1.5	1
		4.3.3. The company works with the relevant trade union and/or worker representative organisation to verify the implementation of corrective actions pertaining to workers' rights.	2	0
		<b>PREVENT, MITIGATE &amp; ACCOUNT TOTAL</b>	<b>5.5</b>	<b>3</b>
		<b>PREVENT, MITIGATE &amp; ACCOUNT NORMALIZED</b>	<b>2.0</b>	<b>1.1</b>
		<b>PREVENT, MITIGATE &amp; ACCOUNT %</b>		<b>55%</b>
	<b>4.4. Remedy</b>	4.4.1 Workers and the representative organisations of workers' own choosing are formally included in the remedy process.	1	0
		<b>REMEDY TOTAL</b>	<b>1</b>	<b>0</b>
		<b>REMEDY NORMALIZED</b>	<b>2.0</b>	<b>0.0</b>
		<b>REMEDY %</b>		<b>0%</b>
	<b>WORKERS' RIGHTS - TOTAL NORMALIZED</b>		<b>6.5</b>	<b>2.5</b>
	<b>WORKERS' RIGHTS - TOTAL % SCORE (WEIGHTED)</b>			<b>39%</b>
<b>HUMAN RIGHTS - TOTAL NORMALIZED</b>			26.0	<b>10.2</b>
<b>HUMAN RIGHTS - TOTAL % SCORE (WEIGHTED)</b>				<b>39%</b>

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	BMW Analysis	BMW Points
1. Fossil Free and Environmentally Sustainable Supply Chains (General)	1.1. Disclosure of emissions, water and deforestation management	1.1.1. The company discloses total scope 3 GHG emissions due to purchased goods and services.	2	<p>The following scores are absolute, not cumulative:</p> <p><b>100%:</b> The company discloses scope 3 GHG emissions due to purchased goods and services.</p> <p><b>25%:</b> The company includes scope 3 GHG emissions including purchased goods and services in overall disclosure, but does not disaggregate.</p> <p>Note: the company may achieve additional points under each of the supply chain areas below, if they provide disaggregated emissions against each supply chain.</p>	<p>BMW disaggregates scope 3 GHG emissions due to "purchased goods and services" from other scope 3 emissions in its 2023 Annual Report (p. 308).</p> <p>2023 Annual Report  <a href="https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-Report-2023-en.pdf">https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-Report-2023-en.pdf</a></p>	2
		1.1.2. The company discloses "significant emissions" in its supply chain.	1	<p>Based on GRI 305-7, significant emissions include:</p> <p>i. NOx  ii. SOx  iii. Persistent organic pollutants (POP)  iv. Volatile organic compounds (VOC)  v. Hazardous air pollutants (HAP)  vi. Particulate matter (PM)  vii. Other standard categories of air emissions identified in relevant regulations</p> <p>The following scores are absolute not cumulative:  <b>100%:</b> the company discloses significant emissions in their supply chain against all of the above categories.  <b>50%:</b> the company discloses significant emissions in their supply chain against some of the above categories.</p>	<p>BMW reports the VOC solvent emissions per vehicle produced, but with the data limited to BMW group plants, excluding partner plants and contract manufacturing in its 2023 Annual Report (p. 312).</p> <p>BMW also indicates in its Terms and Conditions for the Purchase of Production Materials and Automotive Components (p. 18) that the supplier, upon BMW's request, shall provide the information relating to the total annual scope of orders placed by and supplied to BMW and its affiliated companies regarding VOC emissions in metric tons. However, this data is not disclosed publicly.</p> <p>2023 Annual Report  <a href="https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-Report-2023-en.pdf">https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-Report-2023-en.pdf</a></p> <p>Terms and Conditions for the Purchase of Production Materials and Automotive Components  <a href="https://b2b.bmw.com/web/b2b/einkauf-direktes-material">https://b2b.bmw.com/web/b2b/einkauf-direktes-material</a></p>	0
		1.1.3. The company discloses water usage by key suppliers in its supply chain.	1	<p>According to GRI 303, water usage includes:</p> <ul style="list-style-type: none"> <li>- water withdrawn</li> <li>- water consumed</li> <li>- water discharged</li> </ul> <p>Companies will need to define "key suppliers" and:</p> <p><b>50%:</b> provide data against some of the above indicators  <b>100%:</b> provide data against all of the above indicators</p>	<p>BMW discloses the water consumption by automotive production and potable water consumption per vehicle produced, but with the data limited to its Group plants, excluding partner plants and contract manufacturing, in its 2023 Annual Report (p. 311).</p> <p>BMW also indicates in its Terms and Conditions for the Purchase of Production Materials and Automotive Components (p. 18) that the supplier, upon BMW's request, shall provide the information relating to the total annual scope of orders placed by and supplied to BMW and its affiliated companies regarding total water consumption and process wastewater in m3. However, this data is not disclosed publicly.</p> <p>2023 Annual Report  <a href="https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-Report-2023-en.pdf">https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-Report-2023-en.pdf</a></p> <p>Terms and Conditions for the Purchase of Production Materials and Automotive Components  <a href="https://b2b.bmw.com/web/b2b/einkauf-direktes-material">https://b2b.bmw.com/web/b2b/einkauf-direktes-material</a></p>	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	BMW Analysis	BMW Points
		1.1.4. The company discloses deforestation and conversion-free commodity volumes from its supply chain	1	<p><b>50%:</b> The company discloses the percentage of high-risk hard commodity volumes sourced that are compliant with the company's requirements or policies on deforestation and conversion.</p> <p>OR</p> <p><b>25%:</b> The company discloses deforestation and conversion-free commodity volumes from at least one of its key high-risk hard commodities</p> <p><b>50%:</b> The company discloses the percentage of high-risk soft commodity volumes sourced that are compliant with the company's requirements or policies on deforestation and conversion.</p> <p>OR</p> <p><b>25%:</b> The company discloses deforestation and conversion-free commodity volumes from at least one of its key high-risk soft commodities</p> <p>High-risk commodities are identified with the SBTN's High Impact Commodities List. Relevant commodities for automotive supply chains include Copper, Iron, Lithium, Nickel, Bauxite/Aluminum, Zinc and Manganese (hard commodities), and Leather and Rubber (soft commodities).</p>	<p>BMW Analysis</p> <p>BMW commits to "sourcing sustainable natural rubber and is aligned with the Policy Framework that was adopted in a September 2020 resolution by the General Assembly of the Global Platform for Sustainable Natural Rubber (GPSNR)" (High-Level Commitment of the BMW Group for Sustainable Natural Rubber, p. 1).</p> <p>BMW also states that "the BMW Group and all BMW Tire suppliers are members of the GPSNR" (BMW GPSNR Questionnaire 2023, p. 20).</p> <p>However, it is unclear to what extent (percentage/volume) rubber sourced is conversion-free. There is also no quantitative disclosure on other conversion-free commodities.</p> <p>High-Level Commitment of the BMW Group for Sustainable Natural Rubber  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/News/2021/BMW%20Group_HLC_GPSNR_v1.1_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/News/2021/BMW%20Group_HLC_GPSNR_v1.1_EN.pdf</a></p> <p>BMW GPSNR Questionnaire 2023  <a href="https://drive.google.com/file/d/1eCshfpaRtv_ftd5zu9fHR5HiWA1Csos/view?usp=sharing">https://drive.google.com/file/d/1eCshfpaRtv_ftd5zu9fHR5HiWA1Csos/view?usp=sharing</a></p>	0
	1.2. Target-setting and progress towards fossil free and environmentally sustainable supply chains	1.2.1. The company has set and disclosed a scope 3 SBT (must include reference to upstream/purchased goods & not only 'Well to Wheel')	2	<p><b>100%:</b> the company discloses a verified science-based scope three target that includes upstream/purchased goods, including 2050 and interim year target(s).</p> <p><b>50%:</b> the company discloses a lifecycle target that includes upstream/purchased goods, including 2050 and interim year target(s) and/or does not indicate if it has been verified as science-based.</p> <p><b>25%:</b> the company only discloses 2050 zero emissions target with no interim target and/or it does not specify upstream/purchased goods.</p>	<p>BMW has a commitment to achieve SBTi net zero across the entire value chain by no later than 2050 (p. 100 of CDP Climate Change Questionnaire 2023), and adopted in July 2020 science-based targets for the first stage up to 2030 (p. 290 of CDP Climate Change Questionnaire 2023). These 2030 targets are SBTi validated and are also included in SBTi Dashboard.</p> <p>BMW commits to "seek validation of this (net zero) target by the Science Based Targets Initiative in the next two years" in its CDP Climate Change Questionnaire 2023 (p.100).</p> <p>The BMW Group also commits to reduce scope 3 GHG emissions from purchased goods &amp; services and upstream transportation &amp; distribution services 22 % per vehicle sold by 2030 from a 2019 base year (CDP Climate Change Questionnaire 2023, p. 290).</p> <p>BMW CDP Climate Change Questionnaire 2023  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW_Group_CDP_Climate_Change_Questionnaire_2023.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW_Group_CDP_Climate_Change_Questionnaire_2023.pdf</a></p>	2
		1.2.2. The company commits to having suppliers provide science-based targets for GHG emissions.	1	<p>The following scores are absolute not cumulative.</p> <p><b>100%:</b> the company requires all its tier 1 suppliers, and their suppliers to set science-based targets. They also require tier 2 suppliers to set science-based targets.</p> <p><b>75%:</b> the company requires all its tier 1 suppliers set science-based targets.</p> <p><b>50%:</b> the company commits to having at least 70% of its key suppliers by emissions setting science-based targets by 2025.</p> <p><b>25%:</b> company commits to having suppliers setting science-based emissions targets, but does not provide a target date or target date is after 2025.</p> <p><b>0%:</b> Company does not have a commitment.</p>	<p>BMW states that it "monitors that its suppliers set themselves targets and have them approved by SBTi" (p. 251, CDP Climate Change Questionnaire 2023) but the company has not set a target date to achieve this for all its suppliers.</p> <p>BMW also considers the suppliers' activities in the setting of science-based emission reduction targets when releasing bidder circles for nomination process, and relies on CDP supply chain programme to assess supply chain performance in terms of its decarbonisation commitment (CDP Climate Change Questionnaire 2023, p. 256). BMW discloses in its 2023 Annual Report (p. 114) that 282 suppliers (84% of the production-relevant purchasing volume) took part in the CDP rating. However, it is not clear how many suppliers that took part in this rating have already set SBTs.</p> <p>BMW CDP Climate Change Questionnaire 2023  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW_Group_CDP_Climate_Change_Questionnaire_2023.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW_Group_CDP_Climate_Change_Questionnaire_2023.pdf</a></p> <p>2023 Annual Report  <a href="https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-Report-2023-en.pdf">https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-Report-2023-en.pdf</a></p>	0.25

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	BMW Analysis	BMW Points
		1.2.3. The company discloses the current percentage of suppliers providing science-based targets.	1	<p><b>25%:</b> they disclose the current percentage of tier 1 suppliers providing science-based targets.</p> <p><b>25%:</b> they disclose the current percentage of tier 2 suppliers providing science-based targets.</p> <p><b>25%:</b> additional points for over 50% of tier 1 suppliers providing science-based targets</p> <p><b>25%:</b> additional points for all tier 1 suppliers providing science-based targets.</p>	<p>BMW discloses that in 2022, 247 suppliers took part in the CDP rating (84 % of the production-relevant purchasing volume), but it does not disclose the percentage of suppliers that have set an SBTs (CDP Climate Change Questionnaire 2023, p. 256).</p> <p>BMW CDP Climate Change Questionnaire 2023  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW_Group_CDP_Climate_Change_Questionnaire_2023.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW_Group_CDP_Climate_Change_Questionnaire_2023.pdf</a></p>	0
		1.2.4. The company requires all significant suppliers to set water reduction targets and disclose their water usage.	1	<p><b>50%:</b> the company requires tier 1 suppliers to set water reduction targets</p> <p><b>50%:</b> the company requires tier 1 suppliers to disclose their water usage. According to GRI 303, water usage includes:</p> <ul style="list-style-type: none"> <li>- water withdrawn</li> <li>- water consumed</li> <li>- water discharged</li> </ul>	<p>BMW indicates in its Terms and Conditions for the Purchase of Production Materials and Automotive Components (p. 18) that the supplier, upon BMW's request, shall provide the information relating to the total annual scope of orders placed by and supplied to BMW and its affiliated companies regarding total water usage and process wastewater in m3.</p> <p>BMW SCoC states that it expects suppliers to "refrain from harmful changes to the soil, water and air pollution, harmful noise emissions, and excess water consumption" (Supplier Code of Conduct, p. 6). However, there is no clear requirement on having water reduction target.</p> <p>Terms and Conditions for the Purchase of Production Materials and Automotive Components  <a href="https://b2b.bmw.com/web/b2b/einkauf-direktes-material">https://b2b.bmw.com/web/b2b/einkauf-direktes-material</a></p> <p>BMW Supplier Code of Conduct  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf</a></p>	0.5
		1.2.5. The company has programs in place to monitor suppliers for compliance with GHG emissions targets and other environmental impacts.	1	<p><b>25%:</b> The company has a process that includes reducing GHGs and other environmental impacts, but lacks targets as a basis for compliance.</p> <p>or</p> <p><b>50%:</b> The company has a process that includes reducing GHGs and other environmental impacts, and includes targets as a basis for compliance.</p> <p>plus</p> <p><b>25%:</b> the company provides quantitative information of the number of suppliers audited and the tiers that are audited.</p> <p><b>25%:</b> the company provides qualitative case studies of how they have engaged suppliers on their targets.</p>	<p>BMW uses standardized self-assessment questionnaires with emissions related requirements relating to nomination, as well as third-party audits in accordance with the audit program of the Responsible Business Alliance (RBA) and the Responsible Supply Chain Initiative (RSCI), and on-site inspections by sustainability experts of the BMW Group (BMW Supplier Code of Conduct, p. 16). However, BMW does not disclose the quantitative information of the suppliers audited and the tiers audited in its 2023 Annual Report (2023 Annual Report, p. 313). This is considered a decrease in transparency compared to the disclosure of the proportion of audited supplier sites in its 2022 Annual Report (p. 317).</p> <p>BMW Supplier Code of Conduct  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf</a></p> <p>2023 Annual Report  <a href="https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-Report-2023-en.pdf">https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-Report-2023-en.pdf</a></p> <p>2022 Annual Report  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2023/bericht/BMW-Group-Report-2022-en.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2023/bericht/BMW-Group-Report-2022-en.pdf</a></p>	0.50

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	BMW Analysis	BMW Points
		1.2.6. The company commits to eliminate deforestation and the conversion of all natural ecosystems from their supply chains.	1	<p>The following scores are absolute, not cumulative:</p> <p><b>100%:</b> The company has time-bound targets to eliminate deforestation and the conversion of natural ecosystems from their supply chain.</p> <p>OR</p> <p><b>100%:</b> The company has time-bound targets to eliminate sourcing of high-risk commodities from areas of High Carbon Stock (HCS) and High Conservation Value (HCV).</p> <p><b>75%:</b> The company has time-bound targets to eliminate deforestation and conversion of natural ecosystems in the supply chain of at least one of its high-risk hard commodities, and at least one soft-commodity.</p> <p>OR</p> <p><b>75%:</b> The company has time-bound targets to eliminate sourcing from areas of High Carbon Stock (HCS) and High Conservation Value (HCV) for at least one of its high-risk hard commodities, and at least one soft-commodity.</p> <p><b>50%:</b> The company has time-bound targets to eliminate deforestation and conversion of natural ecosystems in the supply chain of at least one of its high-risk commodities.</p> <p>OR</p> <p><b>50%:</b> The company has time-bound targets to eliminate sourcing from areas of High Carbon Stock (HCS) and High Conservation Value (HCV) for at least one of its high-risk commodities.</p> <p><b>25%:</b> The company has a general commitment or policy to halt deforestation and the conversion of natural ecosystems in its supply chains, which extends beyond illegal deforestation or conversion.</p>	<p>According to its Supplier Code of Conduct (p. 7), "The BMW Group is committed to halting deforestation and the conversion of natural ecosystems in supply chains. We expect our suppliers to protect natural ecosystems and not to contribute to the changing, deforestation, or damage of natural woodland and other natural ecosystems. Where applicable, the guidelines of the High Conservation Value Resource Network (HCV) and the High Carbon Stock Approach (HCSA) are to be applied." BMW also commits to sourcing sustainable natural rubber (High-level Commitment of the BMW Group for Sustainable Natural Rubber). However, there is a lack of time-bound quantitative target.</p> <p>In its Anti-Deforestation Policy published in December 2024, BMW disclosed that the Group had signed the Deforestation-Free Call to Action (DFCTA) and committed to sourcing cowhides and related parts from supply chains free from deforestation and land conversion impacts by 2030. However, as the policies were published after the cut-off date of this year's assessment, they will be considered in next year's scoring.</p> <p>BMW Supplier Code of Conduct  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf</a></p> <p>High-level Commitment of the BMW Group for Sustainable Natural Rubber  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/News/2021/BMW%20Group_HLC_GPSNR_v1.1_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/News/2021/BMW%20Group_HLC_GPSNR_v1.1_EN.pdf</a></p>	0.25
	1.3. Use of supply chain levers to achieve fossil free and environmentally sustainable supply chains	1.3.1. The company incentivises suppliers to reduce GHG and other significant air emissions.	1	<p><b>50%:</b> the company specifies that sustainability and/or ESG are included as factors for choosing a preferred supplier.</p> <p><b>25%:</b> the company specifies that GHG emissions are included in the tender and contracting process.</p> <p><b>25%:</b> the company specifies that "other significant air emissions" targets are included in the tender and contracting process.</p> <p>As companies are unlikely to publish their contract information, references may be found in sustainability reports, procurement policies, etc.</p>	<p>The BMW Group has included sustainability in its supplier questionnaire and assessment (Supplier Code of Conduct). BMW has also "established a commitment to make carbon-reducing measures an award criterion in its supplier network" (2023 BMW CDP Climate Questionnaire, p. 53-54).</p> <p>2023 BMW CDP Climate Questionnaire  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW_Group_CDP_Climate_Change_Questionnaire_2023.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW_Group_CDP_Climate_Change_Questionnaire_2023.pdf</a></p>	0.75

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	BMW Analysis	BMW Points
		1.3.2. The company implements incentives and control systems to improve water management by suppliers	1	<p><b>20%:</b> The company's Supplier Code of Conduct and / or Responsible Sourcing Policy includes specific requirements for suppliers with regards to water management and conservation (e.g. having in place a water management plan).</p> <p><b>40%:</b> The company implements purchase control systems to incentivize improved water management by (potential) new suppliers (e.g. water management is explicitly taken into account in the tender process and is a factor in selecting suppliers)</p> <p><b>40%:</b> The company provides evidence of policies, systems and/or processes it has operationalized to manage risks and address impacts of water depletion/pollution by (existing) suppliers (e.g. the company provides detail of specific water risks it has identified as part of its supply chain risk assessment process; the company provides evidence of how they have engaged with, or suspended, noncompliant suppliers on water management, etc.).</p>	<p>BMW includes general expectations related to water in its Supplier Code of Conduct: BMW expects its suppliers to "refrain from harmful changes to the soil, water and air pollution, harmful noise emissions, and excess water consumption" (Supplier Code of Conduct, p. 6).</p> <p>BMW's online assessments for suppliers, based primarily on the standard sustainability questionnaire of the industry initiative Drive Sustainability, includes requirements on "policy on environment" and "responsible supply chain management, including water quality, consumption &amp; management" in its questionnaire for suppliers (BMW's self-assessment questionnaire for suppliers (January 2024 version), p. 11-14).</p> <p>In its 2023 CDP Water Security Report (p. 45-46), BMW discloses that water management and stewardship is included in its supplier assessment and awards scheme. It also indicates that it would "retain and engage" in case of supplier non-compliance with water related requirements (p. 41).</p> <p>BMW's self-assessment questionnaire (SAQ) for suppliers (January 2024 version)  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2024/BMW%20Group%20requirements.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2024/BMW%20Group%20requirements.pdf</a></p> <p>BMW CDP Water Security Report 2023  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW_Group_CDP_Water_Security_Questionnaire_2023.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW_Group_CDP_Water_Security_Questionnaire_2023.pdf</a></p>	1
		1.3.3. The company implements incentives and control systems to eliminate deforestation from its supply chain	1	<p><b>20%:</b> The company's Supplier Code of Conduct and / or Responsible Sourcing Policy includes specific requirements for suppliers with regards to deforestation and land conversion.</p> <p><b>40%:</b> The company implements purchase control systems to incentivize compliance on deforestation and land conversion by (potential) new suppliers (e.g. deforestation is explicitly taken into account in the tender process and is a factor in choosing a preferred supplier)</p> <p><b>40%:</b> The company provides evidence of policies, systems and/or processes it has operationalized to manage risks and address impacts of deforestation and land conversion by existing suppliers (e.g. the company provides detail of specific deforestation risks it has identified as part of its supply chain risk assessment process; the company provides evidence of how they have engaged with, or suspended, noncompliant suppliers on deforestation, etc.).</p>	<p>BMW indicates in its Supplier Sustainability Policy (Version 2.0, 2020) that it expects "supply chain activities to protect natural ecosystems and halt conversion, deforestation and forest degradation" (p. 4). In addition, BMW indicates in its Supplier Code of Conduct (p. 7) that it "gives preference to suppliers that are committed to the principles of certified, sustainable agriculture and forestry in their land and forest use". BMW also has a high-level commitment for sourcing sustainable natural rubber. However, the company does not provide evidence of specific policies and processes to manage risks on deforestation and land conversion.</p> <p>In its Anti-Deforestation Policy published in December 2024, BMW disclosed that the Group had signed the Deforestation-Free Call to Action (DFCTA) and committed to sourcing cowhides and related parts from supply chains free from deforestation and land conversion impacts by 2030. However, as the policies were published after the cut-off date of this year's assessment, they will be considered in next year's scoring.</p> <p>BMW Supplier Sustainability Policy (Version 2.0, 2020)  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2020/BMW_GROUP_Supplier_Sustainability_Policy_Version_2.0.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2020/BMW_GROUP_Supplier_Sustainability_Policy_Version_2.0.pdf</a></p> <p><a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/News/2021/BMW%20Group_HLC_GPSNR_v1.1_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/News/2021/BMW%20Group_HLC_GPSNR_v1.1_EN.pdf</a></p>	0.6
2. Fossil Free and Environmentally Sustainable Steel	2.1. Disclosure of scope 3 GHG emissions due to steel supply chains	2.1.1. The company discloses disaggregated GHG emissions for their steel supply chains.	1	<p>The following scores are absolute, not cumulative:</p> <p><b>100%:</b> The company discloses scope 3 GHG emissions for purchased goods and services, disaggregated for their steel supply chains</p> <p><b>50%:</b> The company discloses a Life Cycle Assessment (LCA) for at least one electric vehicle model that includes disaggregated data on the embodied GHG emissions from the steel used in that vehicle.</p>	<p>BMW published a life cycle assessment of the BMW i5 with a validation by TÜV Rheinland with information on CO2 equivalents emissions across lifecycle (p. 8). However, this data is not disaggregated for emissions from steel used in the vehicle.</p> <p>BMW disaggregates scope 3 GHG emissions due to "purchased goods and services" from other scope 3 emissions in its 2023 Group Report (p. 308). However, the company does not provide disaggregated data for its steel supply chain.</p> <p><a href="https://www.bmw.com/mt/content/dam/bmw/common/all-models/i-series/i5/g60-bev-i5-2023/doc/230914_BMWG_LCAAnalyse_G60_BEV_EN_V1.pdf.asset.1715844596554.pdf">https://www.bmw.com/mt/content/dam/bmw/common/all-models/i-series/i5/g60-bev-i5-2023/doc/230914_BMWG_LCAAnalyse_G60_BEV_EN_V1.pdf.asset.1715844596554.pdf</a></p> <p><a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2023/bericht/BMW-Group-Report-2022-en.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2023/bericht/BMW-Group-Report-2022-en.pdf</a></p>	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	BMW Analysis	BMW Points
	2.2. Target setting and progress towards fossil free and environmentally sustainable steel supply chains	2.2.1. The company has set targets for the use of fossil free and environmentally sustainable steel.	2	<p>The scores below are not additive. They indicate specific thresholds for getting that percentage of points:</p> <p><b>100%:</b> the company has a commitment to source 100% fossil free steel by 2050 and 50% fossil free steel by 2030.</p> <p><b>80%:</b> the company has a commitment to source 100% Responsible Steel Level 4 certified steel by 2040 and 50% automotive steel that is ResponsibleSteel level 3 or 4 by 2030 (targets that align with ResponsibleSteel's emissions thresholds for these levels will also be awarded points).</p> <p><b>60%:</b> the company has set a target that is aligned with First Movers Coalition guidance of 10% "low-CO2" primary steel by 2030 AND/OR aligns with SteelZero Commitment to source 100% net zero steel by 2050, with an interim commitment of using 50% Lower Emission Steel by 2030</p> <p><b>40%:</b> the company has an emissions reduction target for steel that is aligned with IEA Heavy Industry Guidance (27% emissions reduction by 2030 and 95% by 2050)</p> <p><b>20%:</b> the company has a commitment to net zero steel by 2050 and/or a 2030 emissions reduction target for steel that is below the IEA Heavy Industry Guidance</p>	<p>While BMW has stated that it aims to use low-carbon steel to meet 40% of demand at its European plants by 2030, it has not set a target that applies to its entire production cycle (Press release "BMW Group significantly increases use of low-carbon steel at European plants", 1 Feb 2022). In addition, this 40% target is only mentioned in a press release and not referenced in any official reporting, thus it is not taken into consideration for scoring.</p> <p><a href="https://www.press.bmwgroup.com/usa/article/detail/T0366413EN_US/bmw-group-significantly-increases-use-of-low-carbon-steel-at-european-plants">https://www.press.bmwgroup.com/usa/article/detail/T0366413EN_US/bmw-group-significantly-increases-use-of-low-carbon-steel-at-european-plants</a></p>	0
		2.2.2. The company publishes progress towards their target by disclosing the current percentage of low-CO2 steel in their annual production cycle.	1	<p><b>50%:</b> The company discloses the current percentage of low-CO2 steel in their production cycle (definition of low-CO2 steel taken from SteelZero / ResponsibleSteel, specifically &lt; 2 tons CO2e/ton for primary steel with 0% scrap through to &lt; 0.35 tons CO2e/ton for secondary steel with 100% scrap).</p> <p><b>50%:</b> the company discloses the current percentage of Responsible Steel certified steel in their supply chain. Note: depending on the level of certification, companies may score points under the first category.</p> <p><b>MODIFIER:</b> Half points will be awarded if a company discloses information that meets either, or both, of the above criteria but only for some elements in its annual production cycle.</p>	Not disclosed	0
		2.2.3. The company has a target for the use of secondary/ scrap steel by 2030.	2	<p><b>100%:</b> the company discloses a target for the use of recycled steel that is aligned with IEA Guidance for Heavy Industry has recycling, re-use: scrap as share of input in steel production as 54% by 2030</p> <p><b>50%:</b> the company discloses a target for the use of recycled steel.</p>	<p>According to BMW's press release upon entering an agreement with Salzgitter AG to supply low-carbon steel from 2026 (1 Feb 2022), "up to a quarter of the steel in BMW Group vehicles already comes from recycling loops" and "the BMW Group plans to increase its percentage of secondary steel in stages, reaching up to 50% by 2030". However, as this target (which would get BMW 50% of the points for this indicator) is not included or referenced in any official reporting, BMW is not eligible for points for this indicator.</p> <p><a href="https://www.press.bmwgroup.com/global/article/detail/T0366153EN/bmw-group-significantly-increases-use-of-low-carbon-steel-in-series-production-at-european-plants">https://www.press.bmwgroup.com/global/article/detail/T0366153EN/bmw-group-significantly-increases-use-of-low-carbon-steel-in-series-production-at-european-plants</a></p>	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	BMW Analysis	BMW Points
		2.2.4. The company publishes progress towards their target by disclosing the current percentage of recycled steel used in its annual production cycle.	1	The following scores are absolute, not cumulative: <b>100%:</b> the company discloses the percentage of recycled steel in their annual production cycle including volumes of both pre- and post-consumer steel. <b>75%:</b> the company discloses the percentage of recycled steel in their annual production cycle. <b>50%:</b> The company partially discloses the percentage of recycled steel for some elements within their annual production cycle.  NB: Total recycled/scrap steel volume is sufficient if total steel volume is disclosed.	According to BMW's press release upon entering an agreement with Szalgitter AG to supply low-carbon steel from 2026 (1 Feb 2022), "up to a quarter of the steel in BMW Group vehicles already comes from recycling loops". However, as this percentage is not included or referenced in any official reporting, BMW is not eligible for points for this indicator.  <a href="https://www.press.bmwgroup.com/global/article/detail/T0366153EN/bmw-group-significantly-increases-use-of-low-carbon-steel-in-series-production-at-european-plants">https://www.press.bmwgroup.com/global/article/detail/T0366153EN/bmw-group-significantly-increases-use-of-low-carbon-steel-in-series-production-at-european-plants</a>	0
	2.3. Use of supply chain levers to achieve fossil free and environmentally sustainable steel supply chains	2.3.1. The company participates in multi-stakeholder procurement initiatives to collaborate with other buyers to incentivise investment in and production of fossil free steel.	1	<b>50%:</b> the company is a member of SteelZero. <b>50%:</b> the company is a member of the First Movers Coalition's sector group on steel	The company is neither a member of SteelZero, nor a member of FMC steel sector group.  <a href="https://www.theclimategroup.org/steelzero-members">https://www.theclimategroup.org/steelzero-members</a> <a href="https://initiatives.weforum.org/first-movers-coalition/community">https://initiatives.weforum.org/first-movers-coalition/community</a>	0
		2.3.2. The company participates in multi-stakeholder standard / certification initiatives to drive investment in and production of socially and environmentally sustainable steel at scale.	1	<b>25%:</b> the company is a member of ResponsibleSteel. <b>50%:</b> the company actively engages their steel suppliers regarding ResponsibleSteel certification. <b>25%:</b> the company has disclosed purchasing commitments for ResponsibleSteel certified steel.  Note: 0.6 points modifier applied due to multistakeholder initiative assessment. See sheet 8.	The company is not a member of ResponsibleSteel. <a href="https://www.responsiblesteel.org/members-and-associates">https://www.responsiblesteel.org/members-and-associates</a>	0
		2.3.3. The company has entered into formal arrangements with suppliers to incentivise investment in and greater production of fossil free steel.	2	<b>50%:</b> the company states that it has entered into a formal arrangement with <b>at least one</b> steel supplier to invest in and scale-up production of low-CO2 steel. <b>25%:</b> <b>at least one</b> purchase agreement signed by the company with a steel supplier for the provision of low-CO2 steel <b>is a binding contract for which timelines and scale of supply (e.g. volume of steel to be purchased per year) are publicly disclosed.</b> <b>25%:</b> <b>at least one</b> purchase agreement signed by the company <b>is for the provision of steel produced with new technologies for fossil-free steelmaking.</b>	The company discloses that it has invested in US start-up Boston Metal for "carbon free" steel production in its 2022 Group Report (p. 107) and indicated that it has increased its stake in Boston Metal in April 2023 in its 2023 Group Report (p. 107). However, no additional details are provided.  In addition, in the 2021 Group Report (p. 71), BMW previously disclosed a contractual relationship with H2 Green Steel to purchase green hydrogen DRI-based steel made with green energy. However, timelines and scales of supply are not disclosed.  BMW has also noted in a press release (February 2022) that it has entered into a contract with Salzgitter AG with the agreement for Salzgitter to start supplying low-carbon steel 2026 onwards. BMW also notes in another press release agreements it has signed for low-carbon steel in China, the U.S. and Mexico (15 Nov 2022). However, these agreements are not included or referenced in any official reporting, and are thus not taken into consideration for scoring.  Group Report 2023 <a href="https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-Report-2023-en.pdf?page=1">https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-Report-2023-en.pdf?page=1</a>  Group Report 2022 <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2023/bericht/BMW-Group-Report-2022-en.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2023/bericht/BMW-Group-Report-2022-en.pdf</a>	1.5



Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	BMW Analysis	BMW Points
		2.3.4. The company integrates improved recyclability of steel into automobile design and manufacture.	2	<p><b>25%:</b> the company discloses that it is implementing a closed-loop process for steel (no reference to post-consumer scrap).  <b>OR</b>  <b>50%:</b> the company provides detail on a closed-loop process it is implementing for steel (must include reference to post-consumer scrap).  <b>PLUS</b>  <b>50%:</b> the company provides detail of how it uses automotive and/or component design to improve the recyclability of steel.</p>	<p>BMW discloses in its 2023 Group Report (p. 107) that it supports a Car2Car funding project which focuses on the recycling of raw materials, and donates its vehicles to “improve the quality of secondary raw materials obtained from the recycling of end-of-life vehicles”. However, it is unclear to what extent a closed-loop system (e.g., product from this investment) is used for its own production cycle.</p> <p>2023 Group Report  <a href="https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-Report-2023-en.pdf?page=1">https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-Report-2023-en.pdf?page=1</a></p>	0
3.Fossil Free and Environmentally Sustainable Aluminium	3.1. Disclosure of scope 3 GHG emissions due to aluminium	3.1.1. The company discloses disaggregated GHG emissions for their aluminium supply chains.	1	<p>The following scores are absolute, not cumulative:  <b>100%:</b> The company discloses scope 3 GHG emissions for purchased goods and services, disaggregated for their aluminium supply chains  <b>50%: The company discloses a Life Cycle Assessment (LCA) for at least one electric vehicle model that includes disaggregated data on the embodied GHG emissions from the aluminum used in that vehicle.</b></p>	BMW does not disclose disaggregated GHG emissions for the aluminium supply chains.	0
	3.2. Target setting and progress towards fossil free and environmentally sustainable aluminium supply chains	3.2.1 The company has set targets for the use of fossil free and environmentally sustainable aluminium	2	<p>The scores below are not additive. They indicate specific thresholds for getting that percentage of points:  <b>100%:</b> The company has a commitment to source 100% fossil free Aluminium by 2050 and 50% fossil free Aluminium by 2030.  <b>80%:</b> the company has set a target that is aligned with Mission Possible 1.5 scenario all primary aluminium being produced with low-carbon power by 2035  <b>60%:</b> the company has set a target that is aligned with First Movers Coalition guidance of 10% "low-CO2" primary aluminium by 2030 (definition of low-CO2 taken from First Movers Coalition, specifically &lt; 3 tons CO2e/ton).  <b>40%: the company has an emissions reduction target for aluminum that is aligned with IEA Heavy Industry Guidance (27% emissions reduction by 2030 and 95% by 2050)</b>  <b>20%:</b> the company has a commitment to net zero aluminum by 2050 and/or a 2030 emissions reduction target for aluminum that is below the IEA Heavy Industry Guidance</p>	<p>BMW indicates in a press release that it “will use cast aluminium wheels produced with 100-percent green power for its BMW and MINI brands from 2024 onwards.” However this information is not referenced or included in any official reporting, and thus it cannot be taken into consideration for scoring.</p> <p><a href="https://www.press.bmwgroup.com/global/article/detail/T0378193EN/100-percent-green-power:-bmw-group-to-use-sustainably-produced-aluminium-wheels-from-2024">https://www.press.bmwgroup.com/global/article/detail/T0378193EN/100-percent-green-power:-bmw-group-to-use-sustainably-produced-aluminium-wheels-from-2024</a></p>	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	BMW Analysis	BMW Points
		3.2.2. The company publishes progress towards their target by disclosing the current percentage of low-co2 aluminium in their annual production cycle	1	The following scores are absolute, not cumulative: <b>100%:</b> the company discloses the percentage of "low-CO2" aluminium in their supply chain (low-CO2 defined as either aluminium with a carbon footprint of less than 4 CO2e/t Al or aluminium that is produced with renewable electricity). <b>50%:</b> The company partially discloses the percentage of low-co2 aluminium for some elements within their annual production cycle.	Not disclosed	0
		3.2.3. The company has a target to increase use of secondary/scrap aluminium by 2030.	2	These scores are not cumulative, they are thresholds for achieving a particular score. <b>100%:</b> the company discloses a target for use of secondary or scrap aluminium that is aligned with IEA Net Zero 42% secondary/scrap by 2030. <b>50%:</b> the company discloses a target for use of secondary or scrap aluminium that is less than IEA Net Zero 42% secondary/scrap by 2030.	No target disclosed	0
		3.2.4. The company publishes progress towards their target by disclosing the current percentage of recycled aluminium used in its annual production cycle	1	<b>100%:</b> the company discloses the percentage of recycled aluminium in their annual production cycle including volumes of both pre- and post-consumer aluminium. <b>75%:</b> the company discloses the percentage of recycled aluminium in their annual production cycle. <b>50%:</b> the company partially discloses the percentage of recycled aluminium for some elements with their annual production cycle.  NB: Total recycled/scrap steel volume is sufficient if total steel volume is disclosed.	Not disclosed	0
	<b>3.3. Use of supply chain levers to achieve fossil free and environmentally sustainable aluminium supply chains</b>	3.3.1. The company participates in multi-stakeholder procurement initiatives to collaborate with other buyers to incentivise investment in and production of fossil free aluminium	1	<b>100%:</b> the company is a member of First Movers Coalition sector group on aluminium	<u>The company is not a member of FMC sector group on aluminium.</u> <a href="https://initiatives.weforum.org/first-movers-coalition/community">https://initiatives.weforum.org/first-movers-coalition/community</a>	0
		3.3.2. The company participates in multi-stakeholder standard / certification initiatives to drive investment in and production of socially and environmentally sustainable aluminium	1	<b>25%:</b> the company is a member of the Aluminum Stewardship Initiative (ASI). <b>50%:</b> the company actively engages their aluminium suppliers regarding ASI certification. <b>25%:</b> the company has disclosed purchasing commitments for ASI certified aluminium.  Note: 0.4 points modifier applied due to multistakeholder initiative assessment. See sheet 8.	BMW is a member of the Aluminum Stewardship Initiative (ASI). BMW notes in a press release that "The BMW Group welcomes the fact that many of its aluminium wheel suppliers have already joined ASI." However, this is not mentioned in any official reporting and is thus ineligible for scoring. It is also unclear to what extent BMW actively engages the suppliers regarding ASI certification.  While ASI has certified the light metal foundry at BMW Group Plant Landshut in December 2019 for its sustainable use of aluminium, there is no disclosure of other purchasing commitments for ASI certified aluminium in any official reporting.  <a href="https://aluminium-stewardship.org/about-asi/members">https://aluminium-stewardship.org/about-asi/members</a>  <a href="https://www.press.bmwgroup.com/global/article/detail/T0378193EN/100-percent-green-power--bmw-group-to-use-sustainably-produced-aluminium-wheels-from-2024">https://www.press.bmwgroup.com/global/article/detail/T0378193EN/100-percent-green-power--bmw-group-to-use-sustainably-produced-aluminium-wheels-from-2024</a>	0.1

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	BMW Analysis	BMW Points
		3.3.3. The company has entered into formal arrangements with suppliers to incentivise investment in and greater production of fossil free aluminium	2	<p><b>50%:</b> the company states that it has entered into a formal arrangement with <b>at least one aluminium</b> supplier to invest in and scale-up production of low-CO2 aluminium.</p> <p><b>25%:</b> <b>at least one</b> purchase agreement signed by the company with a aluminium supplier for the provision of low-CO2 aluminium <b>is a binding contract for which timelines and scale of supply (e.g. volume of aluminium to be purchased per year) are publicly disclosed.</b></p> <p><b>25%:</b> <b>at least one</b> purchase agreement signed by the company is for the provision of aluminium <b>produced with new technologies for fossil-free aluminium production.</b></p>	<p>It was announced in a press release that BMW signed an agreement to produce reduced CO2 aluminum with Rio Tinto. It was also announced in a press release that more than a third of aluminium used at BMW Group's light metal foundry in Landshut is made in Dubai using solar power. But this has not been disclosed as part of official reporting and is therefore not eligible for scoring.</p> <p>Rio Tinto agreement - <a href="https://www.press.bmwgroup.com/global/article/detail/T0409442EN/70-percent-less-co2:-bmw-group-plans-to-source-aluminium-from-sustainable-production-in-canada-from-2024?language=en">https://www.press.bmwgroup.com/global/article/detail/T0409442EN/70-percent-less-co2:-bmw-group-plans-to-source-aluminium-from-sustainable-production-in-canada-from-2024?language=en</a></p> <p>Landshut announcement <a href="https://www.bmwgroup.com/en/news/general/2024/decarbonisation.html">https://www.bmwgroup.com/en/news/general/2024/decarbonisation.html</a></p>	0
		3.3.4. The company integrates improved recyclability of aluminium into automobile design and manufacturing process.	2	<p><b>25%:</b> the company discloses that it is implementing a closed-loop process for aluminum (no reference to post-consumer scrap).</p> <p><b>OR</b></p> <p><b>50%:</b> the company provides detail on a closed-loop process it is implementing for aluminum (must include reference to post-consumer scrap).</p> <p><b>PLUS</b></p> <p><b>50%:</b> the company provides detail of how it uses automotive and/or component design to improve the recyclability of aluminum. Note: this could include the development of new alloys.</p>	Not disclosed	0
4. Fossil Free and Environmentally Sustainable Batteries	4.1. Disclosure of scope 3 GHG emissions due to battery supply chains	4.1.1. The company discloses disaggregated scope 3 emissions for their battery supply chains, including a total for the whole battery and disaggregated emissions for key battery minerals (cathode / anode active materials)	1	<p>The following scores are absolute, not cumulative:</p> <p><b>100%:</b> the company provides scope 3 GHG emissions their battery supply chain, disaggregated for cell production / manufacturing and key cathode / anode active materials (i.e. individual minerals) used in the battery</p> <p><b>75%:</b> the company provides scope 3 GHG emissions their battery supply chain, disaggregated for cell production / manufacturing and cathode and anode active materials (as a total)</p> <p><b>50%:</b> The company discloses scope 3 GHG emissions for purchased goods and services, disaggregated for their battery supply chain.</p> <p><b>25%:</b> <b>The company discloses a Life Cycle Assessment (LCA) for at least one electric vehicle model that includes disaggregated data on the embodied GHG emissions from the battery used in that vehicle.</b></p>	Not disclosed	0
	4.2. Target setting and progress towards fossil free and environmentally sustainable battery supply chains	4.2.1. The company has set a target to produce fossil free and environmentally sustainable batteries.	1	<p>The scores below are not additive. They indicate specific thresholds for getting that percentage of points:</p> <p><b>100%:</b> the company has a commitment to produce 100% fossil free batteries by 2050 and 50% fossil free batteries by 2030.</p> <p><b>50%:</b> Alignment with IEA Heavy Industry Guidance (27% emissions reduction by 2030 and 95% by 2050)</p> <p><b>25%:</b> Commitment below IEA Heavy Industry Guidance.</p>	No target disclosed	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	BMW Analysis	BMW Points
		4.2.2. The company has set a target to reduce reliance on energy intensive minerals in battery production.	1	<p><b>25%:</b> statement of intent to reduce high intensity minerals in battery production (which may include a commitment to producing smaller batteries).</p> <p><b>25%:</b> the company has set a disaggregated target for the reduction of primary sources of <b>nickel</b> in their supply chain.</p> <p><b>25%:</b> the company has set a disaggregated target for the reduction of primary sources of <b>lithium</b> in their supply chain.</p> <p><b>25%:</b> the company has set a disaggregated target for the reduction of primary sources of <b>cobalt</b> in their supply chain.</p> <p>Note: The final three scoring criteria can also be met by setting targets for increasing the % recycled nickel/lithium/cobalt used in new batteries.</p>	<p>While BMW announced that batteries for its Neue Klasse range, will contain recycled cobalt, lithium and nickel, there is no disclosure of broader target (2023 Group Report, p. 107).</p> <p>2023 Group Report  <a href="https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-Report-2023-en.pdf?page=1">https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-Report-2023-en.pdf?page=1</a></p>	0
		4.2.3. The company has set collection and/or recovery targets for high intensity battery metals.	1	<p><b>100%:</b> the company has a medium term target of 95% recovery for cobalt &amp; nickel with 70% lithium by 2030 (equal to that proposed by the EU) and a short term target of 90% recovery rate for cobalt &amp; nickel and 35% lithium by 2025.</p> <p><b>25%:</b> the company has set collection and/or recovery targets for high intensity battery metals that are lower and/or not disaggregated.</p>	No target disclosed	0
	<b>4.3. Use of supply chain levers to achieve fossil free and environmentally sustainable battery supply chains</b>	4.3.1. The company requires all battery manufacturers to use 100% renewable electricity	2	<p><b>100%:</b> the company discloses a requirement that all battery manufacturers are required to use 100% renewable electricity.</p> <p><b>50%:</b> the company discloses agreements/requirements for 100% renewable energy with some battery manufacturers</p> <p><b>25%:</b> the company discloses agreements/requirements for reduced emissions with some battery manufacturers</p> <p>or</p> <p><b>50%:</b> the company discloses a requirement that all battery manufacturers are required to be "carbon neutral", "net zero" or similar but does not define how they are using the term.</p>	<p>BMW discloses in its 2023 CDP Climate Change Questionnaire (p. 260) that in 2021, the BMW Group introduced green electricity as a criteria for awarding new contracts in its supply chain – and concluded renewable electricity agreements in the awarding of 343 orders in 2022, particularly with upstream suppliers of energy-intensive products. Additionally, in its 2021 Group Report (p79) the company discloses that "in 2020, we entered into contractual agreements with battery cell manufacturers to use only energy generated from renewable sources to produce the current generation of battery cells." However, the company does not have a requirement for all battery manufacturers to use renewable energy.</p> <p>CDP Climate Change Questionnaire 2023  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW_Group_CDP_Climate_Change_Questionnaire_2023.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW_Group_CDP_Climate_Change_Questionnaire_2023.pdf</a></p> <p>BMW Group Report 2021  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2022/bericht/BMW-Group-Report-2021-en.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2022/bericht/BMW-Group-Report-2021-en.pdf</a></p>	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	BMW Analysis	BMW Points
		4.3.3. Company enters into formal agreements (inclusive of joint ventures and investments) with extractives and other value chain companies to reduce the environmental impact of lithium sourcing.	1	<p><b>25%:</b> the company has entered into contractual agreements for the purchase of low CO2 lithium. These agreements may include purchasing commitments, and/or other forms of investment, including R&amp;D.</p> <p><b>25%:</b> the company has entered into contractual agreements to reduce other environmental impacts of lithium sourcing, including by incorporating environmental conditions into contracts with suppliers.</p> <p><b>25%:</b> the company discloses the specific areas or requirements that such environmental conditions included in contracts cover. This may include requirements regarding water usage, biodiversity, tailings management, etc. but the company must explain how these conditions address specific environmental risks associated with lithium sourcing.</p> <p><b>25%:</b> The company engages in multi-stakeholder initiative(s) to reduce impacts on sourcing (e.g. emissions, water, biodiversity etc.). Any such initiatives must be specific to lithium mining / refining.</p>	<p>BMW's 2023 Group report (p112) links to a webpage that provides detail on the company's approach to lithium sourcing. The company states that it has a stake in Lilac Solutions, which is a start-up pursuing the goal of extracting lithium in a more sustainable way. This investment is also mentioned in the company's 2022 Group Report report: "For example, through BMW i Ventures, we have held a stake in the US start-up Lilac Solutions since 2021. Lilac Solutions is pursuing the goal of extracting lithium from the brine of saltwater deposits using ion exchangers in a far more eco- and resource-friendly way than previously possible. During the period under report, we continued to invest in the resource-conserving extraction of lithium by acquiring a stake in the company Mangrove Lithium. Its innovative technology makes it possible to refine and process both virgin and recycled lithium directly into battery-grade lithium using a special procedure" (2022 Group Report, p. 107). CO2 emissions are not mentioned in relation to the agreement.</p> <p>In addition, BMW discloses that it engages in the "Responsible Lithium Partnership" multi-stakeholder initiative.</p> <p>BMW webpage on lithium  <a href="https://www.bmwgroup.com/en/sustainability/environmental-and-social-standards/rohstoffe-teaser/lithium.html">https://www.bmwgroup.com/en/sustainability/environmental-and-social-standards/rohstoffe-teaser/lithium.html</a></p> <p>2022 Group Report - <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2023/bericht/BMW-Group-Report-2022-en.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2023/bericht/BMW-Group-Report-2022-en.pdf</a></p>	0.5
		4.3.4. Company enters into formal agreements (inclusive of joint ventures and investments) with extractives and other value chain companies to reduce the environmental impact of nickel sourcing.	1	<p><b>25%:</b> the company has entered into contractual agreements for the purchase of low CO2 nickel. These agreements may include purchasing commitments, and/or other forms of investment, including R&amp;D.</p> <p><b>25%:</b> the company has entered into contractual agreements to reduce other environmental impacts of nickel sourcing, including by incorporating environmental conditions in contracts with suppliers.</p> <p><b>25%:</b> the company discloses the specific areas or requirements that such environmental conditions included in contracts cover. This may include requirements regarding water usage, biodiversity, tailings management, etc. but the company must explain how these conditions address specific environmental risks associated with nickel sourcing.</p> <p><b>25%:</b> The company engages in multi-stakeholder initiative(s) to reduce impacts on sourcing (e.g. emissions, water, biodiversity etc.). Any such initiatives must be specific to nickel mining / refining.</p>	Not disclosed	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	BMW Analysis	BMW Points
		4.3.5. Company enters into formal agreements (inclusive of joint ventures and investments) with extractives and other value chain companies to reduce the environmental impact of cobalt sourcing.	1	<p><b>25%:</b> the company has entered into contractual agreements for the purchase of low CO2 cobalt. These agreements may include purchasing commitments, and/or other forms of investment, including R&amp;D.</p> <p><b>25%:</b> the company has entered into contractual agreements to reduce other environmental impacts of cobalt sourcing, including by incorporating environmental conditions into contracts with suppliers</p> <p><b>25%:</b> the company discloses the specific areas or requirements that the environmental conditions included in contracts cover. This may include requirements regarding water usage, biodiversity, tailings management, etc. but the company must explain how these conditions address specific environmental risks associated with cobalt sourcing.</p> <p><b>25%:</b> The company engages in multi-stakeholder initiative(s) to reduce impacts on sourcing (e.g. emissions, water, biodiversity etc.)</p>	Not disclosed	0
		4.3.6. The company participates in multi-stakeholder initiatives to collaborate with other buyers to incentivise investment in and production of fossil free and environmentally sustainable batteries at scale.	1	<b>100%:</b> the company is a member of the Global Battery Alliance.	<p><u><a href="https://www.globalbattery.org/about/members/">BMW is a member of the Global Battery Alliance.</a></u></p> <p><u><a href="https://www.globalbattery.org/about/members/">https://www.globalbattery.org/about/members/</a></u></p>	1
		4.3.7. The company invests in the development of new battery chemistries & technologies that reduce their overall material and carbon footprint by reducing the use of emissions-intensive minerals and toxic materials (such as persistent organic pollutants (POPs))	2	<p><b>25%:</b> the company provides examples of R&amp;D that they are conducting to develop new battery chemistries / technologies that reduce the use of emissions-intensive minerals and/or toxic pollutants. R&amp;D could be done in house or via formal partnerships with battery manufacturers.</p> <p><b>25%:</b> the company provides examples of the systems and processes it is developing to scale this R&amp;D to commercial production.</p> <p><b>50%:</b> the company has brought to market electric vehicles that utilize battery chemistries / technologies that meet the above criteria.</p>	<p>BMW has invested in solid-state batteries “with a view to secure the supply of solid-state batteries for future generations of electric vehicles”. The BMW Group “holds shares in Solid Power, an industry leading manufacturer of solid-state batteries for electric vehicles”. (2023 Group Report, p. 185).</p> <p>2023 Group Report  <a href="https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-Report-2023-en.pdf?page=1">https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-Report-2023-en.pdf?page=1</a></p>	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution (Scores are cumulative unless otherwise specified)	BMW Analysis	BMW Points
		4.3.8. The company invests in the development of new battery designs, technologies, systems and/or processes to maximize the recyclability of EV batteries	1	<p><b>25%:</b> the company provides examples of R&amp;D that they are conducting in-house or in partnership with value chain partners to improve the safe and effective recycling of batteries (for example direct recycling).</p> <p><b>25%:</b> the company provides examples of the systems and processes it is developing to scale this R&amp;D to commercial production.</p> <p><b>50%:</b> the company provides examples of battery recycling processes it has developed in-house or in partnership with value chain partners that have achieved recovery rates of at least 95% cobalt/nickel &amp; 70% lithium. Note disclosed recovery rates achieved at the pilot / R&amp;D stage are valid for points here. Disclosure of recycling rates achieved at commercial scale is evaluated in indicator 4.3.10.</p>	Not disclosed	0
		4.3.9. The company has established processes for battery repair, reuse and repurposing in order to maximize the usable lifespan of its EV batteries.	1	<p><b>25%:</b> the company indicates that there are processes in place (such as inspection, design, access to battery information, collection and transportation, etc.) for <b>repairing, reusing and/or repurposing</b> batteries.</p> <p><b>25%:</b> the company provides qualitative information about processes (including the establishment and operation of collection points) to increase the % of batteries being collected for reuse, repurposing and/or recycling</p> <p><b>50%:</b> the company provides quantitative information about the collection of batteries (i.e total numbers and / or percentages of batteries collected)</p>	Not disclosed	0
		4.3.10. The company has established closed-loop processes in order to maximize the recycling of end-of-life EV batteries	1	<p><b>25%:</b> the company indicates that there is a closed-loop process in place for <b>recycling</b> batteries (that involves recovering raw materials).</p> <p><b>25%:</b> the company provides detail on the battery recycling process / method(s) used and discloses that they do not use incineration / high-temperature combustion processes.</p> <p><b>50%:</b> the company provides quantitative information about the % of batteries currently being recycled (at commercial scale).</p>	<p>The company is working with a local recycling company to recycle batteries. There is also reference that some vehicles use secondary cobalt, lithium and nickel in batteries. There is no quantitative information on rates of recycling or targets. They do not disclose whether incineration is used in the process.</p> <p>"For the first time, the BMW Group is currently setting up a closed cycle in China with the aim of reusing the raw materials nickel, lithium and cobalt from end-of-life high-voltage batteries. The batteries originate primarily from fully and partially electrified development vehicles, test facilities, production scrap and are reused in forklifts. In the long term, the BMW Group also plans to reuse batteries from end-of-life vehicles. In this context, the BMW Group is working together with a local recycling company that dismantles the batteries and recovers a high percentage of the raw materials from the battery cells using an innovative technology. These secondary raw materials are intended to be used to produce new battery cells for the BMW Group." (2022 Group Report, p. 106)</p> <p>2022 Annual Report  <a href="https://www.press.bmwgroup.com/global/article/detail/T0410919EN/bmw-group-report-2022">https://www.press.bmwgroup.com/global/article/detail/T0410919EN/bmw-group-report-2022</a></p>	0.25
5. Climate Lobbying		Performance Band (A+ to F) is a full measures of a company's climate policy engagement, accounting for both its own engagement and that of its industry associations.	Multiplier of total category score	A=1.3 B=1.2 C=1.1 N/D = 1 D=0.9 E= 0.8 F=0.7	<p>D+ Performance Band rating (accessed at LobbyMap website)</p> <p><a href="https://lobbymap.org/company/BMW-Group">https://lobbymap.org/company/BMW-Group</a></p>	0.9

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	BMW Analysis	BMW Points
1. Responsible Sourcing and Human Rights Due Diligence: General Indicators	1.1. Commit	1.1.1. The company has a public commitment to human rights.	1	100%: the company has a standalone human rights policy or other formal commitment that it will respect the Universal Declaration of Human Rights and the International Bill of Rights, or commit to the UN Guiding Principles on Business and Human Rights (UNGPs).	<p>BMW has a Policy Statement on Respect for Human Rights and Corresponding Environmental Standards. This includes a commitment to comply with the International Bill of Human Rights, consisting of the United Nations Universal Declaration of Human Rights, as well as the International Covenant on Civil and Political Rights and the International Covenant on Economic, Social, and Cultural Rights, and to the UN Guiding Principles on Business and Human Rights (p. 7).</p> <p>Policy Statement on Respect for Human Rights and Corresponding Environmental Standards  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf</a></p>	1
		1.1.2. The company extends their human rights commitments to their Tier 1 suppliers and beyond.	2	<p>50%: the company has a Supplier Code of Conduct (SCoC) or equivalent that is easily accessible from their website. The SCoC explicitly references the company's human rights policy or states that suppliers are required to respect and/or uphold all human rights.</p> <p><b>OR</b></p> <p>25%: the company has a Supplier Code of Conduct (SCoC) or equivalent that is easily accessible from their website. The SCoC explicitly references human rights but only requires suppliers to respect a limited selection of human rights listed by the company.</p> <p><b>PLUS</b></p> <p>50%: the company "requires" or otherwise mandates their suppliers to apply the requirements of the SCoC to their own suppliers.</p> <p><b>OR</b></p> <p>25%: the company "expects" or "encourages" their suppliers to apply these standards to their own suppliers.</p>	<p>The company has a Group Supplier Code of Conduct (GSCoC) which explicitly references the company's "Policy Statement on Respect for Human Rights and corresponding Environmental Standards" (p. 3). Suppliers are required to comply with these standards: "Compliance with the minimum requirements outlined in these standards is a binding part of the BMW Group terms and conditions of purchase" (p. 3). The company "expect that the supplier has established or is implementing a due diligence process with appropriate measures to ensure that its suppliers and subcontractors, in turn, also comply with the standards and rules set out in this document." "The supplier shall pass on sustainability requirements in accordance with this Supplier Code of Conduct to its suppliers" (p. 14). The obligatory nature of suppliers passing on requirements to their own suppliers is outlined in the company's 2023 Annual Report: "we oblige our Tier 1 suppliers to pass on our requirements to their upstream sub-suppliers" (p. 112).</p> <p>Group Supplier Code of Conduct (GSCoC)  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf</a></p> <p>2023 Annual Report  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf</a></p>	2
	1.2. Identify	1.2.1. The company has a process in place to assess salient human rights risks in their supply chain.	1	<p>25%: the company states that there is a process in place for identifying salient human rights risks.</p> <p>25%: the company explains its methodology for identifying risks (e.g. desktop review) and prioritising them.</p> <p>25%: the company specifies how often they repeat this risk assessment.</p> <p>25%: the company specifies if and how they engage with external human rights experts. Note: this engagement must be specific to the company and its supply chains to be scored here. Simply participating in a multistakeholder initiative that includes human rights experts is not sufficient, unless the company has articulated how it applies the information gained via these initiatives to their own supply chain.</p> <p>Finally, effective risk identification involves consultation with potentially impacted stakeholders. We have included additional indicators under each section below to reflect this.</p>	<p>BMW describes its human rights risk assessment process, including its salient risk prioritisation process, in its Human Rights Policy (p. 20-21). This is done annually or on an ad hoc basis: "a change in business activities or substantiated knowledge from relevant reports may require an immediate update to the risk assessment" (p. 20). In addition: "We conduct risk analyses regularly for our direct suppliers and on an ad hoc basis for our indirect suppliers" (GSCoC, p. 5).</p> <p>The company describes the methodology for identifying risks, which includes systematic data collection and analysis, reaching out to external stakeholders, gathering data from complaints mechanisms, questionnaires, audits, etc. (Human Rights Policy, p. 20-21). More detail is provided in the company's Annual Report (p. 113), which in turn refers to the company's website: "External data from internationally recognised indices is systematically recorded and processed to identify country-specific and commodity-group risks for the purchasing and supplier network..." "Subsequently is for the data to be evaluated and weighted. The relevance of the identified risks and the probability of their occurrence are important criteria in this respect. This results in an overall assessment of the risk situation in our own business area and at our suppliers and business partners that is referred to as abstract risk exposure. We then define risk-based control measures, such as questionnaires and audits, on this basis. The information obtained in this way about the actual situation on-site helps us clarify the risk assessment and identify any (imminent) human rights violations or non-compliance with environmental standards." "Prioritising risk enables us to take targeted action, either in areas where we see particularly relevant risks (risk exposure) and/or where forecasts suggest we cannot preclude increased impact by our business activities (ability to exert influence and causal contribution)".</p> <p>The Human Rights Policy states that the company relies on "systematic consultation and cooperation with rights holders and human rights experts" (p. 24). However, it does not specify if, and how, these experts are involved in the risk identification and assessment processes.</p> <p>Policy Statement on Respect for Human Rights and Corresponding Environmental Standards  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf</a></p> <p>Group Supplier Code of Conduct (GSCoC)  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf</a></p> <p>2023 Annual Report</p>	0.75



Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	BMW Analysis	BMW Points
		1.2.2. The company discloses the salient human rights risks in their supply chain and where they are located.	1	<p>The following scores are absolute not cumulative:</p> <p><b>25%:</b> the company names the generic, salient risks in their supply chain (e.g. conflict minerals, forced labour, water security, etc.).</p> <p><b>50%:</b> the company discloses where in their supply chain these risks occur, by reference to geographical location, material type, and/or tier. <b>Note: greater level of specificity on all these elements is expected under indicator 2.2.2 on transition minerals risks.</b></p> <p><b>100%:</b> the company provides additional description of these risks. <b>Note: to score here, the description must be based on findings from the company's due diligence measures, and not constitute a generic description.</b></p>	<p>BMW's Human Rights Policy Statement contains a list of human rights the company commits to (p. 8-13), but it is not clear how this list was drawn or arrived at, and, more importantly, if these are considered by the company its "salient" supply chain risks.</p> <p>The policy document refers to a webpage with "information on the human rights and environment-related risks we have considered, identified, and prioritized" (p. 8). This page contains three risks the company has identified as "abstract risks". On the same page, the company explains how they identify these abstract risks: "We rely on various data sources to identify potential risks for human beings and the environment arising from our business activities. External data from internationally recognised indices is systematically recorded and processed to identify country-specific and commodity-group risks for the purchasing and supplier network, as well as country- and business-purpose-specific risks in our own business area and at other business partners... Subsequently is for the data to be evaluated and weighted. The relevance of the identified risks and the probability of their occurrence are important criteria in this respect. This results in an overall assessment of the risk situation in our own business area and at our suppliers and business partners that is referred to as abstract risk exposure. We then define risk-based control measures, such as questionnaires and audits, on this basis."</p> <p>The company only discloses information on where in the supply chain these risks occur for one of the three abstract risks identified ("Raw-material-specific risks" - see indicator 2.2.2).</p> <p>Policy Statement on Respect for Human Rights and Corresponding Environmental Standards <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf</a></p> <p>Respect for People and the Environment (webpage) <a href="https://www.bmwgroup.com/en/verantwortung/menschenrechte.html">https://www.bmwgroup.com/en/verantwortung/menschenrechte.html</a></p>	0.25
		1.2.3. The company has a process for identifying high risk supplier categories in their supply chain.	1	<p><b>50%:</b> the company outlines the process for how they identify high risk supplier categories in Tier 1 in order to prioritise differential assurance actions. This may include taking into account the leverage that the automotive company has to affect change (e.g. their annual spend, whether they are a primary or majority buyer, etc.), the geography of suppliers, and the severity of the risks that have been identified.</p> <p><b>25%:</b> the company outlines how this process extends beyond tier 1. <b>Note:</b> this does not necessarily have to involve a process that extends to the point of extraction, as this is covered below in the transition minerals section.</p> <p><b>25%:</b> the company outlines the types of differential assurance actions it uses to manage those risks. <b>Note:</b> to score here, it must do more than indicate that there are differential assurance actions, it must specify what those are.</p>	<p>The company outlines the process for how they identify "supplier locations and product groups at particularly high risk of being linked to possible human rights violations" in its Group Code on Human Rights and Working Conditions (p. 16). These include "a risk filter, a media screening, a sustainability self-assessment questionnaire for the automotive industry, and on-site assessments carried out either by the BMW Group or external third parties." Further detail is provided in the Human Rights Policy, including the additional measure to confirm risks, such as human rights impact assessments. In relation to indirect suppliers, the company notes: "Above a defined risk threshold, we use questionnaires... for our direct suppliers and, on an ad-hoc basis, for our indirect suppliers (p. 22). The company also outlines the different preventive and remedial measures it might adopt based on these assessment (such as training, ad-hoc risk assessments, etc), including beyond Tier 1 (p. 22-24).</p> <p>BMW's Annual Report also details the company's risk assessment process for Tier 1 and beyond (p. 113). It states that additional control mechanisms are put in place for "suppliers in high-risk regions or high-risk product groups". For these situations, the company uses audits of environmental and social standards at supplier locations using cross-industry assessment programmes provided by the Responsible Business Alliance (RBA) and the Responsible Supply Chain Initiative (RSCI) of the VDA (p. 113).</p> <p>Group Code on Human Rights and Working Conditions <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/company/downloads/de/2023/BMW_Group_Code_Human_Rights_Working_Condition_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/company/downloads/de/2023/BMW_Group_Code_Human_Rights_Working_Condition_EN.pdf</a></p> <p>Policy Statement on Respect for Human Rights and Corresponding Environmental Standards <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf</a></p> <p>2023 Annual Report <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf</a></p>	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	BMW Analysis	BMW Points
	1.3. Prevent, Mitigate and Account	1.3.1. The company assesses the risk of adverse human rights impacts with suppliers prior to entering into any contracts.	2	<p><b>25%:</b> the company outlines the process to assess risks at individual suppliers. This may include supplier questionnaires, audits, etc. Note: it is not enough for companies to state that they assess suppliers prior to entering into any contracts, they must outline how this assessment occurs. Secondly, a requirement that suppliers sign a statement confirming their compliance is not sufficient risk assessment. Similarly, companies must outline how they verify information provided in supplier self-assessment questionnaires.</p> <p><b>25%:</b> the company provides quantitative information of the number of <b>potential new</b> suppliers assessed, and the tier that they belong to.</p> <p><b>25%:</b> the company provides quantitative information on the number of <b>potential new</b> suppliers where non-conformances were found. Note: the action taken to respond to these findings is addressed by indicators below.</p> <p><b>25%:</b> this process extends beyond tier 1 to tier 2 at a minimum.</p>	<p>BMW outlines the process to assess risks at individual suppliers at "both potential and actual supplier locations". Abstract risks are assessed through internal and external data sources relating to country and product-group-specific indicators and media analysis. Standardised surveys and external on-site audits are used for in-depth analysis of Tier 1 suppliers. Supply chain mapping forms the basis for risk analysis at n-Tier suppliers (Annual Report, p. 113).</p> <p>Further detail is provided in both the Human Rights Policy (p. 22-24) and the Group Code on Human Rights and Working Conditions (p. 16). Information provided in supplier self-assessment questionnaires is "checked for accuracy and completeness by an independent organization; in other cases, the information is reviewed by the BMW Group's internal departments." (Human Rights Policy, p. 22). The company's GSCoC also specifies that the company "may request further suitable certificates as supplier verification" (p. 16).</p> <p>The company states that it reviewed a total of 95 actual and prospective supplier locations during the reporting year (Annual Report, p. 113-114), but does not specify which of these were prospective suppliers, nor the tier they belong to. The company does not provide information about the number of non-conformances found. Information about instances of non-conformity is provided, but this relates to older, closed, or ongoing cases. There also is information about the percentage of new suppliers with corrective action plans at the time of awarding (Annual Report, p. 313), which suggest that at least 31% of all assessed potential new suppliers were found to have some degree of non-conformity. However, it is not clear whether this is complete information, as it only relates to potential new suppliers whose contracts went ahead. It does not include information about potential new suppliers whose contract did not go ahead because of the non-conformities found. This is in contrast to last year's report which disclosed the number of supplier locations not awarded contracts because they fail to meet the BMW Group's sustainability requirements.</p> <p>2023 Annual Report <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf</a></p> <p>Policy Statement on Respect for Human Rights and Corresponding Environmental Standards <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf</a></p> <p>Group Code on Human Rights and Working Conditions <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/company/downloads/de/2023/BMW_Group_Code_Human_Rights_Working_Condition_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/company/downloads/de/2023/BMW_Group_Code_Human_Rights_Working_Condition_EN.pdf</a></p>	1
		1.3.2. The company discloses how it monitors suppliers for compliance with the SCoC during the contract period.	2	<p><b>20%:</b> the company indicate that there is a process in place to monitor compliance.</p> <p><b>20%:</b> the company provides details on the process (e.g. tools, technologies and sources of information they use, auditing practices, how they select suppliers to audit, how often these audits take place, etc).</p> <p><b>20%:</b> the company provides quantitative information on the number of suppliers assessed for compliance and the tiers that are assessed. Note: this indicator refers to quantitative assessment tools (e.g. surveys).</p> <p><b>20%:</b> the company provides quantitative information of the number of suppliers audited and the tiers that are audited. Note: this indicator refers to on-site audits.</p> <p><b>20%:</b> the company provides quantitative information on non-conformances found. Note: the action taken to respond to these findings is addressed by indicators below.</p> <p>Notes: Quantitative information on assessments and audits can be provided as a percentage of suppliers assessed / audited or as a number. If the company provides a number of suppliers assessed / audited, they must also provide the total number of suppliers.</p> <p>For due diligence to be effective, it must involve potentially impacted stakeholders and/or their representatives. This is scored under each of the sections listed below.</p>	<p>BMW states that they "monitor implementation of our due diligence on an ongoing basis" (Human Rights Policy, p. 14) and that it "has established a multi-stage due diligence process to monitor its supply chain." (Group Code on Human Rights and Working Conditions, p. 14). The company's GSCoC explains: "Upon request, the supplier shall fully and truthfully answer questions from the BMW Group about compliance with its obligations under this Standard, including its actions, any violations, and grievances. ... In order to review suppliers' compliance with the standards set out in this document, we use, for example, standardized self-assessment questionnaires with requirements relating to nomination, as well as third-party audits in accordance with the audit program of the Responsible Business Alliance (RBA) and the Responsible Supply Chain Initiative (RSCI), and on-site inspections by sustainability experts of the BMW Group. To detect violations, the company also has permanent "Reporting Channels" (p. 16)</p> <p>The company reports that 7,650 supplier sites were evaluated during the reporting year, using an industry-specific sustainability survey (GRI Content Index 2023). However, the company does not indicate what percentage of total suppliers this represents, and does not disclose the total number of suppliers. The company does not indicate the number of suppliers audited, in contrast with last year in which the company disclosed the percentage of total suppliers which underwent an audit. Also contrary to last year, the company does not provide quantitative information about instances of non-conformity. The information that it does provide appears to relate to old cases - either closed or ongoing cases. (Annual Report, p. 113-14).</p> <p>Policy Statement on Respect for Human Rights and Corresponding Environmental Standards <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf</a></p> <p>Group Code on Human Rights and Working Conditions <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/company/downloads/de/2023/BMW_Group_Code_Human_Rights_Working_Condition_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/company/downloads/de/2023/BMW_Group_Code_Human_Rights_Working_Condition_EN.pdf</a></p> <p>Group Supplier Code of Conduct (GSCoC) <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf</a></p> <p>GRI Content Index 2023 <a href="https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-GRI-Index-2023-en.pdf">https://www.bmwgroup.com/en/report/2023/downloads/BMW-Group-GRI-Index-2023-en.pdf</a></p> <p>2023 Annual Report <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf</a></p>	0.8

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	BMW Analysis	BMW Points
		1.3.3. The company reports on how it is prepared to respond if it finds non-conformances with the SCoC	1.5	<p>This indicator relates to the contractual relationship between suppliers and the auto-manufacturer. It applies to all tiers to the point of extraction where there is, or there might be, a direct relationship between the auto manufacturer and the supplier.</p> <p><b>33%:</b> the company discloses that suppliers will be subject to corrective action plans if non-conformances are identified.</p> <p><b>33%:</b> the company discloses specific actions it will take in response to adverse human rights impacts and/or other human rights related contractual breaches by suppliers (for example, stop-work notices, warning letters, supplementary training, policy revision and termination of the contract).</p> <p><b>33%:</b> the company discloses the number of corrective action plans or equivalent issued during the reporting year.</p> <p>Note: this is distinct from providing remedy to impacted stakeholders.</p>	<p>If any risks are identified prior to signing a contract, the company requires prospective suppliers to “implement or expand the necessary preventive or remediation and control measures by an agreed target date”. Suppliers are also required to request these from their own suppliers based on their respective risks. The measures are evaluated and validated using the industry-wide questionnaire from Drive Sustainability. Implementation must be successfully completed prior to the start of production (Annual Report, p. 113).</p> <p>The company also discloses that, when violations are found, “an escalation process is initiated, and corrective action plans are developed in conjunction with the supplier. Where a supplier fails to take effective corrective action, the BMW Group may potentially terminate the supply contract.” (Group Code, p. 16). Further response measures are described in the company’s Human Rights Policy: e.g. “on-site Human Rights Impact Assessments”, and “ad-hoc risk assessment” (p. 23, 25). “Depending on the extent of the violation, we reserve the right to require our business partners to rectify the situation immediately, take legal action, temporarily suspend the business relationship, or, as a last resort, terminate it.” (p. 25).</p> <p>The company’s GSCoC also specifies: “An escalation may be started if a certain threshold is exceeded, or on an event driven basis for incidents with legitimate criticality. The highest escalation level of our process is equivalent to ‘New Business Hold’ i.e. the supplier location will be suspended from new nominations. In the event of non-compliance with the mandatory requirements described in this Supplier Code of Conduct, the BMW Group reserves the right to terminate business relationships, provided that we have no other effective means available, and we cannot further increase our influence.” (p. 17).</p> <p>The company does not disclose the number of corrective action plans or equivalent measures issued during the reporting year. Note: last year, the company disclosed the proportion of supplier locations with corrective measures agreed upon, which referred to all of their suppliers, hence they were awarded full points. However, this year the company only discloses the proportion of suppliers with agreed preventive measures at the time of awarding (i.e. new suppliers). This is more limited and therefore points are not awarded.</p> <p>2023 Annual Report  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf</a></p> <p>Respect for People and the Environment (website)  <a href="https://www.bmwgroup.com/en/verantwortung/menschenrechte.html#ace-1370153289">https://www.bmwgroup.com/en/verantwortung/menschenrechte.html#ace-1370153289</a></p> <p>Group Code on Human Rights and Working Conditions <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/company/downloads/de/2023/BMW_Group_Code_Human_Rights_Working_Condition_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/company/downloads/de/2023/BMW_Group_Code_Human_Rights_Working_Condition_EN.pdf</a></p> <p>Policy Statement on Respect for Human Rights and Corresponding Environmental Standards  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf</a></p>	1
		1.3.4. The company discloses how they verify the implementation of corrective actions.	1	<p>The following scores are absolute, not cumulative:</p> <p><b>100%:</b> the company discloses the types of actions that it undertakes across its whole supply chain to verify whether corrective actions have occurred.</p> <p><b>25%:</b> the company only a subset of the types of actions that it undertakes to verify whether correction actions have occurred (e.g. audits) and/or only discloses the types of actions that it undertakes for certain supply chains and/or materials to verify whether corrective actions have occurred.</p> <p>Note: successful corrective measures involve impacted stakeholders and/or their representatives. Their involvement is scored under each section below.</p>	<p>BMW explains that supplier compliance with agreed corrective or remedial measures is “checked by independent third-party inspections and internal assessors” (Complying with Due Diligence in Supplier Selection, p. 2).</p> <p>The company provide statistical information about compliance with corrective action plans, stating that 17 of 19 closure assessments carried out in 2023 confirmed that instances of non-compliance had been rectified. In 2 cases, the closure assessment was unable to confirm that the agreed measures had been implemented, so new assessments are scheduled for 2024. The company also states that no existing supplier relationship needed to be terminated due to serious sustainability violations during the period under report (Annual Report, p. 113-14).</p> <p>Complying with Due Diligence in Supplier Selection  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2019/BMW%20Group%20Sorgfaltpflicht%20bei%20der%20Lieferantenauswahl_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2019/BMW%20Group%20Sorgfaltpflicht%20bei%20der%20Lieferantenauswahl_EN.pdf</a></p> <p>2023 Annual Report <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf</a></p>	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	BMW Analysis	BMW Points
	1.4. Remedy	1.4.1. The company has put in place a formal mechanism whereby workers, suppliers, suppliers' workers (in any tier) and other external stakeholders can raise grievances regarding adverse human rights impacts in their supply chain to an impartial entity.	2	<p><b>10%:</b> if the company only has an in-house mechanism</p> <p><b>20%:</b> the company has put in place an independent, formal mechanism to report a grievance to an impartial entity regarding human rights in the company's supply chains.</p> <p><b>20%:</b> The mechanism is available to its workers, suppliers, suppliers' workers (in any tier) and other external stakeholders (e.g. whistleblower hotline).</p> <p><b>50%:</b> the company communicates how the existence of the mechanism is communicated to its suppliers' workers and other impacted stakeholders. <b>Note: simply posting it on the website is not enough.</b></p> <p>The involvement of impacted stakeholders and their legitimate representatives (e.g. workers, indigenous communities, etc.) in the design, review, operation and ongoing improvement of grievance mechanisms is central to their efficacy. As such, additional indicators have been included under each focus area regarding the specific integration of feedback from different stakeholder groups.</p>	<p>The company has put in place the BMW Group Compliance Contact, the BMW Group SpeakUP Line, and the Human Rights Contact Supply Chain. The company has also appointed an ombudsperson (Human Rights Policy, p. 27). The ombudsperson is a "neutral external person bound by attorney-client privilege" (Rules for Procedure for Informants, p. 2).</p> <p>The GSCoC also provides information about their "Reporting Channels" for breaches of standards by suppliers. These consist of a grievance mechanism available by phone or by e-mail, RBA Voices (an application of the Responsible Business Alliance), and an ombudsperson for the supplier network (p. 16-17). These are available to employees and "external informants". The company does not explain how it communicates the existence of these mechanisms to its suppliers' workers and other impacted stakeholders.</p> <p>Policy Statement on Respect for Human Rights and Corresponding Environmental Standards  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf</a></p> <p>Rules for Procedure for Informants <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Rules%20of%20procedure_LKSG_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Rules%20of%20procedure_LKSG_EN.pdf</a></p> <p>Group Supplier Code of Conduct (GSCoC)  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf</a></p>	1
		1.4.2. The company discloses data about the practical operation of their grievance mechanism, such as the number of grievances filed, addressed, and resolved, their type, severity and outcome.	1	<p><b>25%:</b> The company provides quantitative information about the total number of grievances raised during the reporting year.</p> <p><b>50%:</b> The company provides disaggregated information about the total number of <b>supply chain</b> grievances raised, with detail as to their type, severity and tier</p> <p><b>25%:</b> the company provides information about the number of <b>supply chain</b> grievances resolved. <b>The indicator below seeks greater detail as to the concrete measures of reparation offered.</b></p>	<p>The company reports 11 notifications of potential violations in their supply chain of their sustainability principles received through their reporting channels during the reporting period. However, it does not disclose whether these involved human rights, or any detail as to type, severity or tier. The company explains that of the 11 notifications, 6 were clarified, and 5 were still at the internal processing stage and had not yet been fully resolved (Annual Report, p. 313).</p> <p>2023 Annual Report  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf</a></p>	0.5
		1.4.3. The company has put in place a remedy process.	2	<p><b>50%:</b> the company discloses the process for determining remedy. This should indicate in general terms:  - <b>25%:</b> how they investigate an issue that is raised and escalate the issue within the company  - <b>25%:</b> how they determine appropriate remedy</p> <p><b>50%:</b> the company discloses information <b>on the the measures of reparation for human rights abuses provided through its remedy process:</b>  - <b>25%:</b> The company discloses information about the number of confirmed human rights grievances in its supply chain that resulted in measures of reparation to those affected, or in a request for suppliers to provide reparation.  - <b>25%:</b> The company provides one or more qualitative case studies to illustrate reparations in action (where there have been no cases resulting in measures of reparation that year, case studies from previous years to illustrate the process will suffice). Note: this information can be anonymised, to protect the identity of those involved.</p>	<p>The company's Rules of Procedure for Informants explains the process once a complaint has been submitted, including how the issue raised is investigated. This includes how the Complaints Office verifies or gathers additional information and seeks to clarify the facts. If the allegation is confirmed, a "solution" is determined by the relevant department.</p> <p>The documents specifies that, wherever possible, the complainant will be involved in finding a solution.</p> <p>Information about measures of reparation is not provided.</p> <p>Rules of Procedure for Informants <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Rules%20of%20procedure_LKSG_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Rules%20of%20procedure_LKSG_EN.pdf</a></p>	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	BMW Analysis	BMW Points
2. Responsible Sourcing of Transition Minerals	2.1. Commit	2.1.1. The company has a commitment to responsible metals and minerals sourcing.	1	<p>The following scores are not cumulative, they are absolute:</p> <p><b>100%:</b> the company has a standalone responsible minerals sourcing policy or their human rights policy includes a section on the responsible sourcing of minerals and metals that applies to all minerals and metals.</p> <p><b>75%:</b> the company has a standalone responsible minerals sourcing policy or their human rights policy includes a section on the responsible sourcing of minerals and metals that goes beyond "conflict minerals" to include some other minerals or metals (e.g. includes cobalt).</p> <p><b>50%:</b> the company has a standalone responsible minerals sourcing policy or their human rights policy includes a commitment to the responsible sourcing of "conflict minerals" only.</p>	<p>BMW does not have a standalone responsible minerals sourcing policy, but the company includes specific commitments in its general Human Rights Policy (p. 13): "We adopt a risk-based approach to handling raw materials with the aim of avoiding negative impact on human rights and environment-related standards. In our risk analysis, we take into account that some of the raw materials used to manufacture our products may be hazardous to people and the environment during procurement and processing and require special measures." The policy also states: "We take a long-term, holistic view that begins with respect for human rights and sustainable extraction of raw materials throughout our far-reaching supplier network and extends all the way into our sales networks" (p. 3).</p> <p>Policy Statement on Respect for Human Rights and Corresponding Environmental Standards  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf</a></p>	1
		2.1.2. The company requires its suppliers to undertake due diligence in accordance with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from Conflict-Affected and High Risk Areas (CAHRAs)	2	<p><b>50%: Implementation of the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from CAHRAs:</b></p> <p>- <b>50%:</b> the SCoC requires suppliers to undertake due diligence in accordance with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from CAHRAs in relation to all salient metals and minerals from anywhere.</p> <p>OR</p> <p>- <b>25%:</b> the SCoC requires suppliers to undertake due diligence in accordance with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from CAHRAs in relation to all metals and minerals from CAHRAs.</p> <p>OR</p> <p>- <b>10%:</b> the SCoC requires suppliers to undertake due diligence in accordance with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from CAHRAs in relation to tin, tungsten, tantalum, and gold (3TGs) from CAHRAs.</p> <p><b>50%: Implementation of Due Diligence:</b></p> <p>- <b>25%:</b> the company requires suppliers to have a due diligence process in place to identify raw materials sources, specifically, conducting due diligence on Smelter or Refiners (SoRs) in their supply chain (this may include the use of third party certification, etc).</p> <p>- <b>25%:</b> the company requires suppliers to disclose smelter/refiner information.</p>	<p>BMW's GSCoC requires suppliers of raw materials to establish special due diligence processes in accordance with the 'OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from Conflict Affected and High-Risk Areas' for tin, tungsten, tantalum, and gold (conflict minerals) from conflict-affected and high-risk areas (p. 12-13).</p> <p>Suppliers must extend due diligence processes to a list of additional metals and minerals (aluminium, graphite, cobalt, lithium, mica, etc.), but are not expressly required to do this in line with the OECD Guidance (p. 13)</p> <p>Note: BMW also quotes a "Group Supplier Sustainability Policy". This appears to be a historical document on which the GSCoC is based. This document appears to expect suppliers to implement due diligence in line with the OECD Guidance in relation not only to conflict minerals, but also "other raw materials, such as cobalt". It states, "With regard to the conflict minerals tin, tungsten, tantalum and gold, as well as other raw materials, such as cobalt, the BMW Group establishes processes in accordance with the "OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from Conflict Affected and High-Risk Areas" and expects its suppliers to do the same." It is not clear whether this policy is still in place, but regardless, this seemingly stronger requirement on suppliers is not reflected in the actual GSCoC, as described above. For this reason, only the lowest point is awarded.</p> <p>The GSCoC also indicates that smelters and refiners without an adequate, audited due diligence processes in place must be excluded. Upon request, suppliers must disclose their raw materials supply chain, including information on the origin of the material, e.g. via the 'Responsible Minerals Assurance Process' (RMAP) by the RMI. Raw materials should be obtained from audited sources, using independent, third-party assurance, such as the Standard for Responsible Mining from the 'Initiative for Responsible Mining Assurance' (IRMA)." (p. 13).</p> <p>The company does not state whether it requires suppliers to disclose smelter/refiner information specifically.</p> <p>Group Supplier Code of Conduct (GSCoC)  Group Supplier Sustainability Policy  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2017/BMW%20GROUP%20Supplier%20Sustainability%20Policy.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2017/BMW%20GROUP%20Supplier%20Sustainability%20Policy.pdf</a></p>	1.2

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	BMW Analysis	BMW Points
	2.2. Identify	2.2.1. The company has a process in place to map transition minerals (e.g. nickel, lithium, cobalt, copper, manganese, zinc) in their supply chains to the point of extraction.	2	<p><b>25%:</b> the company discloses that they have a process in place to map transition minerals supply chains back to the point of extraction.</p> <p><b>25%:</b> the company provides detail on the processes that they have put in place to map their transition minerals supply chains to the point of extraction.</p> <p><b>25%:</b> the company discloses the portion of the transition minerals supply chain that they have mapped to the point of extraction. Note: this could be by specifying which supply chains they have mapped, a percentage of total suppliers mapped, etc.</p> <p><b>25%:</b> the company discloses concrete information from their mapping (e.g. primary country of origin).</p> <p>MODIFIER: In order to achieve full credit the mapping must cover at least the three focus minerals that are of significant industry and stakeholder focus given outsized volume and/or impacts: cobalt, nickel &amp; lithium. Companies that map two of fewer minerals will receive half scores.</p>	<p>BMW states that "Supply chain mapping forms the basis for analysing risks at n-Tier suppliers." The company provides some detail about its mapping processes in general (Annual Report, p. 113), and in relation to 3TG (Annual Report, p. 112). Further detail is provided in the company's document "Performing Corporate Due Diligence in the Supplier Network" (p. 4).</p> <p>The company also discloses detailed information about specific raw material supply chains it has mapped to the point of extraction on its website, including in relation to nickel, cobalt, lithium, mica, aluminium, copper, etc.. However, this does not consistently include countries of origin.</p> <p>2023 Annual Report <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf</a></p> <p>Performing Corporate Due Diligence in the Supplier Network <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2021/BMW%20Group%20Sorgfaltspflicht%20bei%20der%20Lieferantenauswahl_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2021/BMW%20Group%20Sorgfaltspflicht%20bei%20der%20Lieferantenauswahl_EN.pdf</a></p> <p>Environmental and Social Standards (website) <a href="https://www.bmwgroup.com/en/sustainability/environmental-and-social-standards.html">https://www.bmwgroup.com/en/sustainability/environmental-and-social-standards.html</a></p>	1.5
		2.2.2. The company discloses transition minerals risks in their supply chain and where they are located.	1	<p><b>50%:</b> the company describes the risks of sourcing from CAHRAs in their supply chains, specifying the minerals and countries of origin (potentially) involved.</p> <p><b>50%:</b> the company discloses broader risks from transition minerals in their supply chains and where these are located, by reference to material type, tier, and geographical location.</p>	<p>BMW discusses the risks of sourcing 3TG from CAHRAs and measures to address them, and confirms that they source 3TG at least from the DRC.</p> <p>BMW discusses the human rights risks associated with sourcing from the DRC, as well as broader risks from its transition minerals supply chains. The company specifies the raw material supply chain where these risks manifest (Annual Report, p. 112, referring in turn to the company's "raw materials profiles" on its website), with some references to tier/s and geographic location, although it is noted that this is not disclosed consistently across each mineral.</p> <p>2023 Annual Report <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf</a></p> <p>Environmental and Social Standards (website) <a href="https://www.bmwgroup.com/en/sustainability/environmental-and-social-standards.html">https://www.bmwgroup.com/en/sustainability/environmental-and-social-standards.html</a></p>	1
		2.2.3. The company publishes a list of smelters or refiners (SoR) in its supply chain	1	<p><b>100%:</b> the company publishes a complete list of smelters/refiners in their supply chain for at least 3TG minerals.</p> <p><b>50%:</b> the company publishes a partial list of smelters/refiners in their supply chain. Note: to score here, the company must disclose a significant number of SoRs.</p>	Not disclosed	0
		2.2.4. The company discloses which of the SoRs in its supply chain are conformant with the Responsible Minerals Initiative (RMI).	1	<p><b>100%:</b> the company discloses information on RMI conformance for all of the SoRs identified in their supply chain.</p> <p><b>50%:</b> the company only discloses information on RMI conformance for some of the SoRs in its supply chain or only discloses information on RMI conformance on an aggregate / percentage basis</p>	The company does not disclose information about RMI conformance for all or some of its SoRs.	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	BMW Analysis	BMW Points
	<b>2.3. Prevent, Mitigate and Account</b>	2.3.1. The company discloses how it monitors suppliers for compliance with the transition minerals due diligence requirements.	2	See general HR indicators	See general HR indicators	0.8
		2.3.2. The company formally engages SoRs to build their capacity to conduct due diligence of their own supply chains.	2	<p><b>25%:</b> the company discloses that it participates in industry wide schemes that engage with smelters/refiners on their compliance with the OECD Due Diligence Guidance for Responsible Supply Chains of Minerals from CAHRAs.</p> <p><b>25%:</b> the company specifies that it engages directly with SoRs to build their capacity to conduct due diligence.</p> <p><b>50%:</b> the company provides detail on how it engages with SoRs to build their capacity</p>	<p>BMW is a member of the Responsible Minerals Initiative (RMI), which provides third party assessments of SoRs in line with the OECD Guidelines. "On an ad hoc basis, we require our suppliers to provide us with information about their supply chain for these materials, as well as other critical raw materials where applicable, including information about the origin of the material, for instance via the Responsible Minerals Assurance Process (RMAP) of the Responsible Minerals Initiative (RMI) (GSCoC, p. 13). BMW does not specify whether they engage with SoRs directly.</p> <p>Group Supplier Code of Conduct (GSCoC)  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf</a></p>	0.5
		2.3.3. The company formally engages extractives companies and includes human rights clauses in any contractual arrangements.	2	<p><b>100%:</b> the company discloses that it has entered into direct agreements with extractives companies for the sourcing of transition minerals and that these contracts include human rights clauses.</p>	<p>BMW sources lithium and cobalt directly from mining companies (Annual Report, p. 113). In previous disclosures, BMW has explained how they incorporate social and environmental standards into these sourcing agreements.</p> <p>On its website (linked to from its Annual Report), the company discloses that it sources cobalt directly from raw material producers in Morocco and Australia and makes it available to battery cell suppliers. Similarly, it states that it sources lithium directly from raw material producers in Australia and Argentina and makes it available to battery cell suppliers.</p> <p>2023 Annual Report  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf</a></p> <p>Environmental and Social Standards (website)  <a href="https://www.bmwgroup.com/en/sustainability/environmental-and-social-standards.html">https://www.bmwgroup.com/en/sustainability/environmental-and-social-standards.html</a></p>	2
		2.3.4. The company is a member of IRMA and actively engages their suppliers with regards to IRMA mining audits.  Note: IRMA does not excuse companies from doing their own supply chain due diligence	2	<p><b>25%:</b> The company is a member of IRMA.</p> <p><b>50%:</b> The company actively engages their suppliers regarding suppliers' certification by IRMA.</p> <p><b>25%:</b> the company discloses a commitment to source a percentage of metals from IRMA certified mines by a certain date.</p>	<p>The company is a member of IRMA, and it actively engages suppliers regarding certification by IRMA. "The supplier should obtain raw materials from audited sources. We expect the supplier to obtain certification by an independent third party, such as the Standard for Responsible Mining from the Initiative for Responsible Mining Assurance (IRMA). The BMW Group is involved in multi-stakeholder initiatives that aim to establish the standards set out in this document in raw material supply chains. We recommend that suppliers also involve themselves actively in this where relevant." (GSCoC, p. 13)</p> <p>The company states on its website that it encourages lithium, cobalt, and nickel producers to obtain certification by IRMA. However, the company does not commit to sourcing a percentage of metals from IRMA-certified mines.</p> <p>Group Supplier Code of Conduct (GSCoC)  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf</a></p> <p>Environmental and Social Standards (website)  <a href="https://www.bmwgroup.com/en/sustainability/environmental-and-social-standards.html">https://www.bmwgroup.com/en/sustainability/environmental-and-social-standards.html</a></p>	1.2
		2.3.5. The company reports on how it is prepared to respond if it finds non-conformances associated with its responsible minerals sourcing policy occurring in its operations or supply chains.	1.5	See general HR indicators	See general HR indicators	1

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	BMW Analysis	BMW Points
		2.3.6. The company discloses how they verify the implementation of corrective actions.	1	See general HR indicators	See general HR indicators	1
	2.4. Remedy	2.4.1. The company has put in place a formal mechanism whereby grievances can be raised about SoR facilities.	1	50%: the company has put in place an independent, formal grievance mechanism that applies specifically to SoRs. This mechanism may be run in conjunction with other auto manufacturers. Note: this is in addition to any generic grievance mechanism that can be accessed by external stakeholders.  50%: the company discloses how they review and investigate grievances raised through this mechanism.	Not disclosed	0
3. Indigenous Peoples' Rights and Free Prior and Informed Consent (FPIC)	3.1. Commit	3.1.1. The company explicitly commits to respecting the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP).	1	100%: the company has an explicit commitment to the UNDRIP in their human rights policy and/or in a standalone Indigenous Peoples' rights policy.	The company commits to the ILO Convention 169 in its Human Rights Policy (p. 7), but not to the UNDRIP. It does not have a standalone Indigenous Peoples' rights policy.  Policy Statement on Respect for Human Rights and Corresponding Environmental Standards <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf</a>	0
		3.1.2. The company has a public commitment to FPIC.	1	100%: the company has an explicit commitment to FPIC in their human rights policy and/or in a standalone Indigenous Peoples' rights policy. Note: to score full points, the commitment must be unqualified.  25%: the company has an explicit commitment to FPIC in their human rights policy and/or in a standalone Indigenous Peoples' rights policy, but it is qualified (e.g. it allows for only consultation in practice, it is expected only in certain circumstances, it applies only to certain parts of the supply chain, etc.)	The company does not commit explicitly to FPIC in its human rights policy, and it does not have a standalone Indigenous Peoples' rights policy.	0
		3.1.3. The company extends their commitment on Indigenous Peoples' rights to their Tier 1 suppliers	2	The SCoC or responsible sourcing policy explicitly references the UNDRIP (50%) and FPIC (50%).  MODIFIER: Points will be halved if the policy is qualified.	BMW requires suppliers to respect "the rights of indigenous peoples and local communities" ... "throughout the supply chain in accordance with the 'UN Declaration on the Rights of Indigenous Peoples'" and to obtain FPIC. FPIC is "as defined by the UN-REDD Programme"(GSCoC, p. 12).  Group Supplier Code of Conduct (GSCoC) <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf</a>	2
	3.1.4. These commitments are translated into the languages used by the impacted Indigenous Peoples.	1	50%: the company requires suppliers to translate these commitments to the languages of the impacted Indigenous Peoples.  50%: the company requires that these translations are actively made available to the impacted Indigenous Peoples.	Not disclosed	0	
	3.2. Identify	3.2.1. The company has a process in place to assess risks to Indigenous Peoples' rights in their supply chain to the point of extraction.	1	25%: the company discloses that their process for mapping their supply chains to the point of extraction (row 16) explicitly includes FPIC and other indigenous rights issues.  25%: the company discloses where in the supply chain these risks occur.  25%: the company discloses how they use this mapping to identify high risk suppliers.  25%: the company provides case studies of this process in practice	The company does not disclose how FPIC risks are identified and assessed in their supply chain risk identification process. The company does disclose on its website some information about where in specific raw materials supply chains these risks occur (e.g. for 3TG, lithium, copper, aluminium, and nickel), but is not always clear about the geographical location where these risks are present.  Environmental and Social Standards (website) <a href="https://www.bmwgroup.com/en/sustainability/environmental-and-social-standards.html">https://www.bmwgroup.com/en/sustainability/environmental-and-social-standards.html</a>	0
	3.3. Prevent, Mitigate and Account	3.3.1. The company provides additional discussion regarding the practices by which suppliers must obtain FPIC	1	100%: the company discloses a process. This process must explicitly specify that any FPIC process must reach and engage impacted Indigenous Peoples.  25%: the company states a process and/or expectation but it is limited in its application.	Not disclosed	0



Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	BMW Analysis	BMW Points
		3.3.2. The company is a member of a multi-stakeholder group (e.g. IRMA) that includes the participation of Indigenous Peoples to ensure respect of Indigenous Peoples' rights at the point of extraction.	2	Refer to Responsible Sourcing of Transition Minerals indicators.	Refer to Responsible Sourcing of Transition Minerals indicators.	1.2
		3.3.3. The company has a formal process in place to engage critical upstream suppliers on FPIC (e.g. extractives companies)	2	This score relates to direct engagement by the company with extractives companies. It is in addition to their membership of IRMA.  <b>25%:</b> the company formally engages significant suppliers regarding FPIC.  <b>25%:</b> the company states that they formally review company documents (e.g. meeting minutes) to ensure that Indigenous Peoples' FPIC has been provided.  <b>50%:</b> the company engages directly with representatives of Indigenous Peoples affected by mining operations to review that regular engagement and consultation take place, community needs are responded to, and there continues to be FPIC.	Not disclosed	0
		3.3.4. The company reports on how it is prepared to respond if it finds FPIC breaches in its supply chain.	1	The indicators in HR general provide a baseline for this. In addition:  <b>100%:</b> the company must specify that cutting off sourcing from a particular upstream supplier should only occur if this is sought by the affected indigenous community - it should not be solely determined by the auto manufacturer.	Not disclosed	0
	<b>3.4. Remedy</b>	3.4.1. The company's grievance mechanism has a process for investigating and remedying breaches of FPIC that includes a formal role for impacted Indigenous Peoples.	1	Grievances and remedy are part of FPIC considered as a process not a point in time.  <b>50%:</b> the company specifies that the process must reach and engage impacted Indigenous Peoples, not just that there is a process for complaints to be raised with remedy determined externally by the automanufacturer. <b>50%:</b> the company provides case studies of FPIC-compliant remedy instances in their supply chain	Not disclosed	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	BMW Analysis	BMW Points
4. Respect for Workers' Rights	4.1. Commit	4.1.1. The company has a commitment to workers' rights	1	<p><b>25%:</b> The company's human rights policy (or similar) includes a specific commitment to the <b>ILO Declaration on Fundamental Principles and Rights at Work and/or the ILO Fundamental Conventions</b>.</p> <p><b>OR</b></p> <p><b>50%:</b> The company identifies and commits to respecting each of the five Fundamental Principles and Rights at Work <b>as established in the ILO Declaration</b> (companies who do not make explicit and unqualified commitments to all five ILO principles will not be scored):</p> <ol style="list-style-type: none"> <li>1. freedom of association and the effective recognition of the right to collective bargaining;</li> <li>2. the elimination of all forms of forced or compulsory labour;</li> <li>3. the effective abolition of child labour;</li> <li>4. the elimination of discrimination in respect of employment and occupation; and</li> <li>5. a safe and healthy working environment.</li> </ol> <p><b>PLUS</b></p> <p><b>25%:</b> the company has a commitment to a living wage in their human rights policy or in another formal policy document.</p> <p><b>25%:</b> the company outlines how it calculates a living wage.</p>	<p>BMW's Human Rights Policy lists the ILO Declaration on Fundamental Principles and Rights at Work, and explicitly mentions the five fundamental principles (p. 7, 8-10). In this policy, the company commits to "fair remuneration", but not to a living wage. Globally, they commit to "the locally applicable, legally guaranteed minimum standards and minimum wages of the respective economic sectors" (p. 10).</p> <p>Policy Statement on Respect for Human Rights and Corresponding Environmental Standards  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf</a></p>	0.5
		4.1.2. The company extends their workers' rights commitments to their Tier 1 suppliers and beyond.  Note: only the specific worker rights commitments are evaluated here. Whether or not these commitments are extended beyond tier 1 suppliers is evaluated in the "General" human rights section.	2	<p><b>25%:</b> The SCoC includes a specific commitment to the <b>ILO Declaration on Fundamental Principles and Rights at Work and/or the ILO Fundamental Conventions</b>.</p> <p><b>OR</b></p> <p><b>50%:</b> The SCoC includes specific requirements on each of the five Fundamental Principles and Rights at Work <b>as established in the ILO Declaration</b> (companies whose SCoCs do not include explicit and unqualified requirements on all five ILO principles will not be scored):</p> <ol style="list-style-type: none"> <li>1. freedom of association and the effective recognition of the right to collective bargaining;</li> <li>2. the elimination of all forms of forced or compulsory labour;</li> <li>3. the effective abolition of child labour;</li> <li>4. the elimination of discrimination in respect of employment and occupation; and</li> <li>5. a safe and healthy working environment.</li> </ol> <p><b>PLUS</b></p> <p><b>25%:</b> the SCoC requires suppliers to pay a living wage.</p> <p><b>25%:</b> the SCoC prohibits the payment of recruitment fees.</p>	<p>BMW's GSCoC expects suppliers to observe the principles and rights set forth in the ILO Declaration on Fundamental Principles and Rights at Work (p. 8), and explicitly lists all five fundamental principles (p. 9-11). It also includes a commitment a wage "at least in accordance with the locally applicable minimum wage regulations and in any case shall be a living wage" (p. 11). It does not expressly prohibit the payment of recruitment fees.</p> <p>Group Supplier Code of Conduct (GSCoC)  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/downloads/en/2022/BMW-Group-Supplier-Code-of-Conduct-V.3.0_englisch_20221206.pdf</a></p>	1.5
	4.2. Identify	4.2.1. The company consults trade unions and/or workers' representatives in their assessment of salient workers' rights risks in their supply chain.	1	<p>Generic supply chain indicators provide a baseline score for this. To get additional points here, companies must specify that they consult with labour unions and/or workers' representatives regarding salient workers' rights in the supply chain. This must expressly include labour unions and/or workers' representatives in the supply chain and/or global union federations (GUFs)</p> <p><b>Note: workers' representatives are not a substitute for trade unions where trade unions are allowed to operate and not limited in their activities.</b></p>	<p>The company states in relation to its risk assessment process: "We make use of digitalized risk data and analysis processes and reach out to business partners and selected stakeholders, including representatives of actual or potentially impacted groups." (Human Rights Policy, p. 20). However, this neither refers to labour unions specifically, nor to the process for identifying salient risks.</p> <p>Policy Statement on Respect for Human Rights and Corresponding Environmental Standards  <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/responsibility/Menschenrechte/BMW_Group_Policy_Statement_Human_Rights_EN.pdf</a></p>	0

Sub-section	Indicator Category	Indicators	Total Number of Points	Score Attribution Note: scores are cumulative unless otherwise specified.	BMW Analysis	BMW Points
		4.2.2. The company discloses the salient workers rights risks in their supply chain and where they are located.	1	100%: the company's saliency assessment explicitly identifies workers' rights risks for at least one material / supply chain and the location/s.	The company discloses a number of risks to workers' rights in specific raw materials supply chains ("raw materials profiles" on the company's website, to which the Annual Report refers, p. 112). These are named in very generic terms, and include child labour and "violation of labour rights" in the cobalt supply chain, child and forced labour in the 3TG supply chain, and "violation of workers' rights" in the aluminium, copper, and nickel supply chains. The location is named for the 3TG supply chain (DRC).  Environmental and Social Standards (website) <a href="https://www.bmwgroup.com/en/sustainability/environmental-and-social-standards.html">https://www.bmwgroup.com/en/sustainability/environmental-and-social-standards.html</a>	1
	4.3. Prevent, Mitigate and Account	4.3.1. The company actively collaborates with workers and the representative organisation(s) of workers' own choosing to promote respect for workers' rights in its supply chain.	2	25%: the company has a collective agreement with the relevant trade union in the headquartered country.  25%: the company has a global framework agreement with IndustriALL for neutrality across all its operations.  25%: the company describes the formal mechanisms it has put in place to consult trade unions and/or workers' representatives on the company's workers' rights principles and/or policies.  25%: IndustriAll was actively involved in the formulation of the company's workers' rights principles and/or policies.	The company discloses that 100% of headquarter employees are represented by a trade union or fall under a collective bargaining agreement (Annual Report, p. 315). The company has a global framework agreement with IndustriAll, and IndustriAll was involved in the elaboration of its workers' rights commitments.  The company's Group Code on Human Rights and Working Conditions indicates that there is a "regular information exchange with the BMW EURO Works Council, which includes a report on the inquiries to the Human Rights and Supply Chain Response Teams and the corresponding measures." (p. 17). The Code itself was developed in consultation with the BMW EURO Works Council. The Code also indicates that questions and concerns related to human rights are handled by a Human Rights Response Team which includes a member of the employee representative body of the affected entity. The team verifies reports and takes the necessary action, including appropriate corrective measures where warranted. "For international entities, a representative of the BMW EURO Works Council will be invited." (p. 18).  2023 Annual Report <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/ir/downloads/en/2024/bericht/BMW-Group-Report-2023-en.pdf</a>  IndustriAll <a href="https://www.industriall-union.org/sites/default/files/uploads/documents/GFAs/BMW/bmw-gfa-english.pdf">https://www.industriall-union.org/sites/default/files/uploads/documents/GFAs/BMW/bmw-gfa-english.pdf</a>  IndustriAll <a href="https://www.industriall-union.org/bmw">https://www.industriall-union.org/bmw</a>  Group Code on Human Rights and Working Conditions <a href="https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/company/downloads/de/2023/BMW_Group_Code_Human_Rights_Working_Condition_EN.pdf">https://www.bmwgroup.com/content/dam/grpw/websites/bmwgroup_com/company/downloads/de/2023/BMW_Group_Code_Human_Rights_Working_Condition_EN.pdf</a>	2
		4.3.2. The company reports on how it is prepared to respond if it finds non-conformances associated with its workers' rights policy occurring in its operations or supply chains.	1.5	Refer to general HR indicators.	Refer to general HR indicators.	1
		4.3.3. The company works with the relevant trade union and/or worker representative organisation to verify the implementation of corrective actions pertaining to workers' rights.	2	100%: the company specifies that it works with the relevant trade union and/or workers representatives to verify implementation of correction actions.	Not disclosed	0
	4.4. Remedy	4.4.1 Workers and the representative organisations of workers' own choosing are formally included in the remedy process.	1	100%: the company specifies that trade unions are formally engaged in any remedy process.	Not disclosed	0

<b>Indicator category</b>	<b>% weighting</b>	<b>Normalized weighting</b>
<b>Climate &amp; Environment</b>		
Disclose	100%	1.0
Target setting & progress	150%	1.5
Supply chain levers	200%	2.0
		<b>4.5</b>
<b>Human rights</b>		
Commit	100%	1.0
Identify	150%	1.5
Prevent, Mitigate and Account	200%	2.0
Remedy	200%	2.0
		<b>6.5</b>

Note: Total scores across both categories were taken as an average of the two percentages scored for each one

