

BORG

AUTOMOTIVE GROUP



2023

ESG REPORT

ESG

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This report is an integrated part of the ESG report 2023 from Schouw & Co.
Find the full report here: <https://www.schouw.dk/media/0eelr5yl/esg-report-2023-eng.pdf>

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Introduction:

READY FOR THE FUTURE

2023 was a good year for BORG Automotive Group, both in terms of our financial performance and within our work with ESG. The integration of SBS Automotive, which we effectively took over in January 2023, gives us a new leg to stand on in the company, as we can now offer our customers newly produced automotive spare parts. This creates a synergy where we can offer our customers a larger product range, especially in the area of wear parts that are not suitable for remanufacturing.

In 2023, we were also able to publish the results of the comparative life cycle assessments (LCA) on our eight remanufactured product groups. The results show that choosing remanufactured products results in a significantly lower environmental footprint compared to newly manufactured products. Going forward into 2024, these results provide many new communication opportunities for us and our customers.

Given our size, with 2,018 employees, it is necessary to consider our impacts on the world – both positive and negative. From our perspective, a future-focused company needs to consider their ESG ambitions and take concrete actions to achieve them if they are to remain relevant in the years to come.

CO₂ emissions are, of course, an area of considerable focus. It is therefore a great achievement that we have managed to reduce the emissions per unit. With our LCAs, we are among the first of our competitors to document the environmental benefits of our products. Our remanufactured automotive parts, compared with new ones, provide an average reduction of 60% in CO₂e emissions and 70% in resource consumption.

We have always prioritised the health and safety of our employees, and we have a strong and sustained focus on reducing the number of occupational

accidents and ensuring good working conditions for all our employees, and this continues to be a high priority in 2024 as well.

A key element is the implementation of the new EU reporting CSRD directive. This also means that new performance indicators will be introduced, that definitions will be changed, that reporting requirements will be tightened, and that the structure of the report will change. We have a strong foundation to build on and take a serious approach to the task at hand. We have set the direction and gained solid momentum. We are now ready for the future.

// We give new life to vehicles by providing responsible automotive solutions

- BORG Automotive Group's mission

OUR BUSINESS OPERATIONS

The business within our group rests on two pillars: one part is dedicated to selling remanufactured automotive spare parts. These parts are OE cores, remanufactured in our own factories located in Poland, the UK, and Spain. The other part is devoted to the sale of newly produced automotive spare parts, which we purchase from third-party manufacturers.

BORG AUTOMOTIVE REMAN **CPI**

Remanufacturing

Europe's largest independent automotive remanufacturer. BORG Automotive Reman is headquartered in Denmark and sells to distributors throughout Europe. CPI is headquartered in Belgium and sells primarily to car manufacturers, Tier 1 and private label.

The business is built on a circular foundation, with a deposit system, collecting used cores. Production sites in Poland, the UK and Spain.

Sales companies:
BORG Automotive Reman
CPI (Car Parts Industries)

Brands:
Elstock, DRI, TMI, Lucas (licence)

sbs
Automotive

Resale

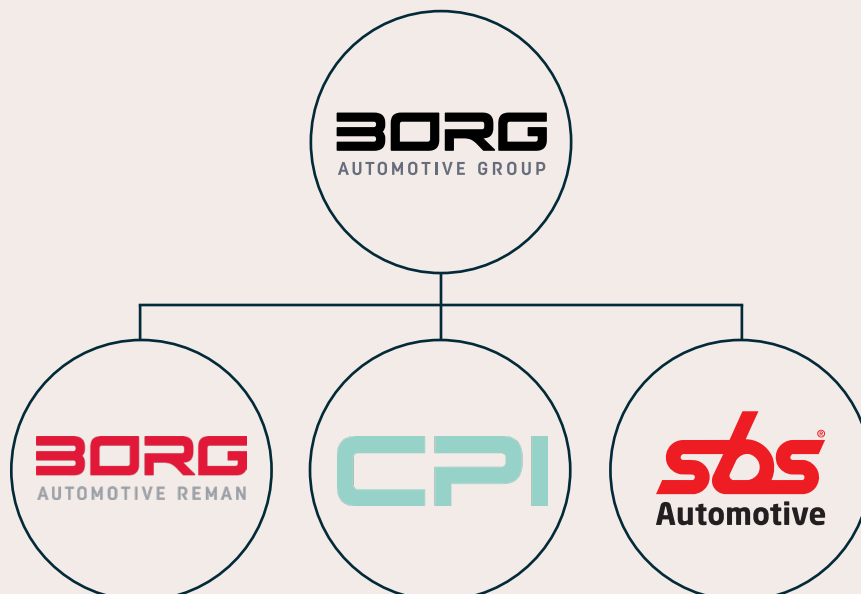
SBS Automotive is headquartered in Denmark with sales offices in Germany and France.

Products are sourced from external manufactures, transported to Europe, packaged, stocked and sold to distributors and purchasing groups across Europe.

Sales companies:
SBS Automotive

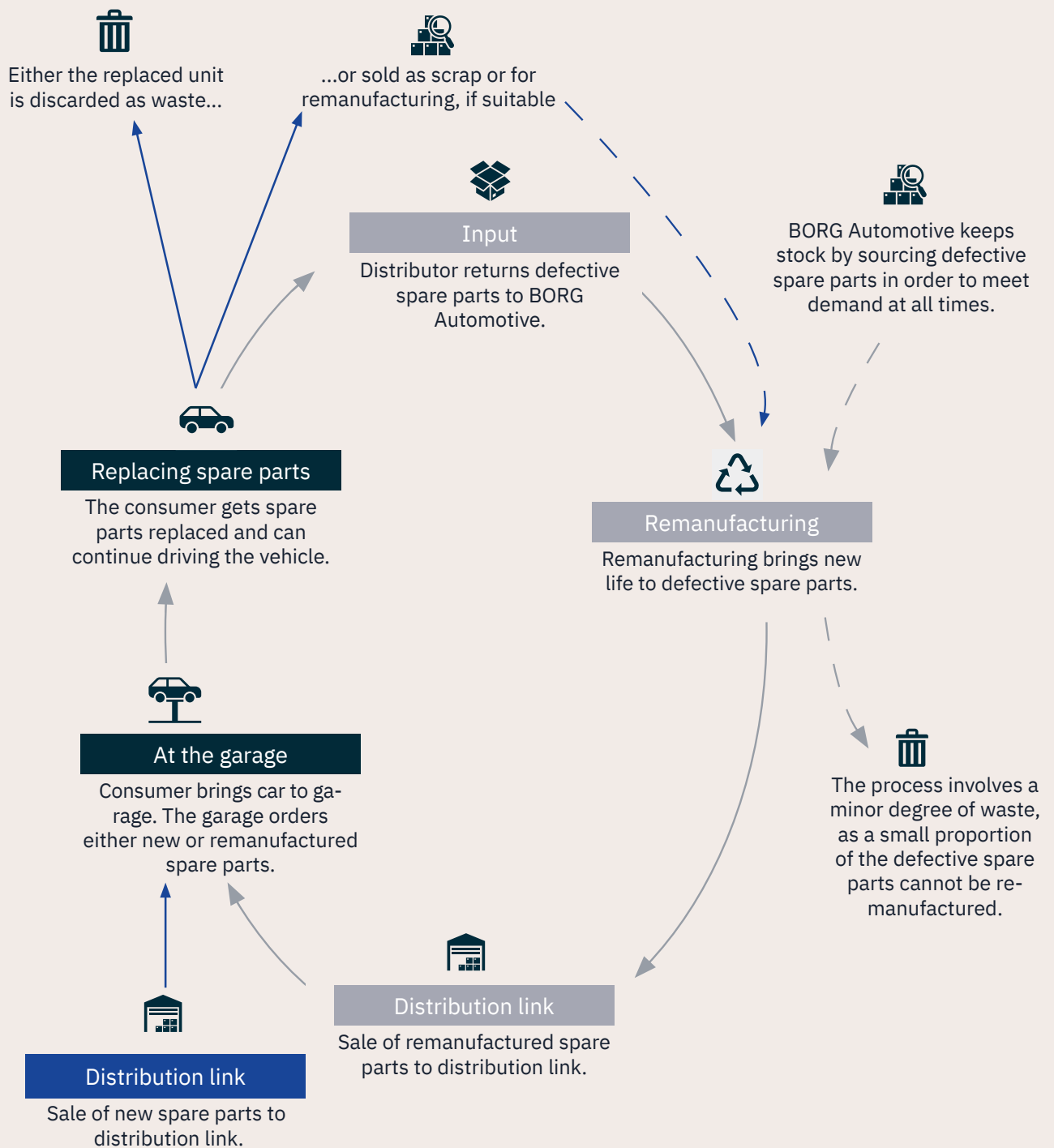
Brands:
NK Automotive, Eurobrake

SALES STRUCTURE



OUR BUSINESS MODEL

Considering the two pillars of our business, our business models for each of the pillars vary. One pillar follows a more traditional approach, focusing on direct sales and distribution. The other pillar operates on a circular model, characterised by a return system for used parts.





ABOUT BORG AUTOMOTIVE GROUP

Our principal business activity is to remanufacture defective parts and sell them in the B2B market under a circular business model. In addition, we broaden our product offering by including new products from our sister company, SBS Automotive.

With approximately 250 million cars on European roads and an average vehicle age exceeding 11 years, the need for spare parts for a growing fleet is significant. Despite the increasing presence of electric and hybrid vehicles, the need for spare parts persists. About half of the items in our product range can be used whether a vehicle has an electric motor or a combustion engine. The transition is in progress, both in the industry at large and at BORG Automotive, where we expand our product assortment on a regular basis to accommodate new needs.

We cover most of the European car fleet through our broad assortment of remanufactured automotive spare parts, which includes starters, alternators, brake callipers, air condition compressors, EGR valves, steering racks, steering pumps, and turbochargers. We supplement our assortment of remanufactured spare parts with a large selection of new parts, including essential wearing parts that are not suitable for remanufacturing. This assortment of new parts, which was added through the acquisition of SBS Automotive, includes mechani-

cal and hydraulic brake spare parts, steering components and wheel bearing sets, suspension and transmission components, clutch components, and electrical components.

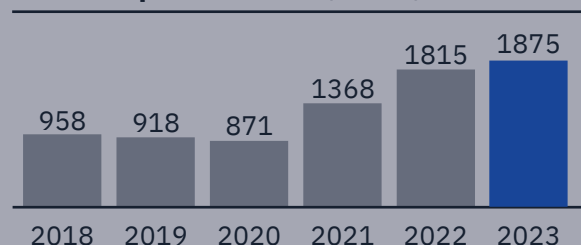
Ownership – past and present

BORG Automotive was founded in 1975 and has been a part of Schouw & Co. since 2017. Growth through acquisitions is part of our strategy. We acquired the Spanish remanufacturing business TMI in 2020 and added the trading company SBS Automotive in 2021, with effective takeover in January 2023.

“BORG Automotive is built on a circular business model with resource-saving solutions that enable us to extend a car’s lifespan

- Kim Kruse Andersen, CEO

Revenue performance (DKKm)

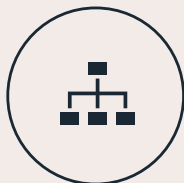




HIGHLIGHTS



2,018 employees



Part of Schouw & Co.





+1,875 DKKm in revenue in 2023




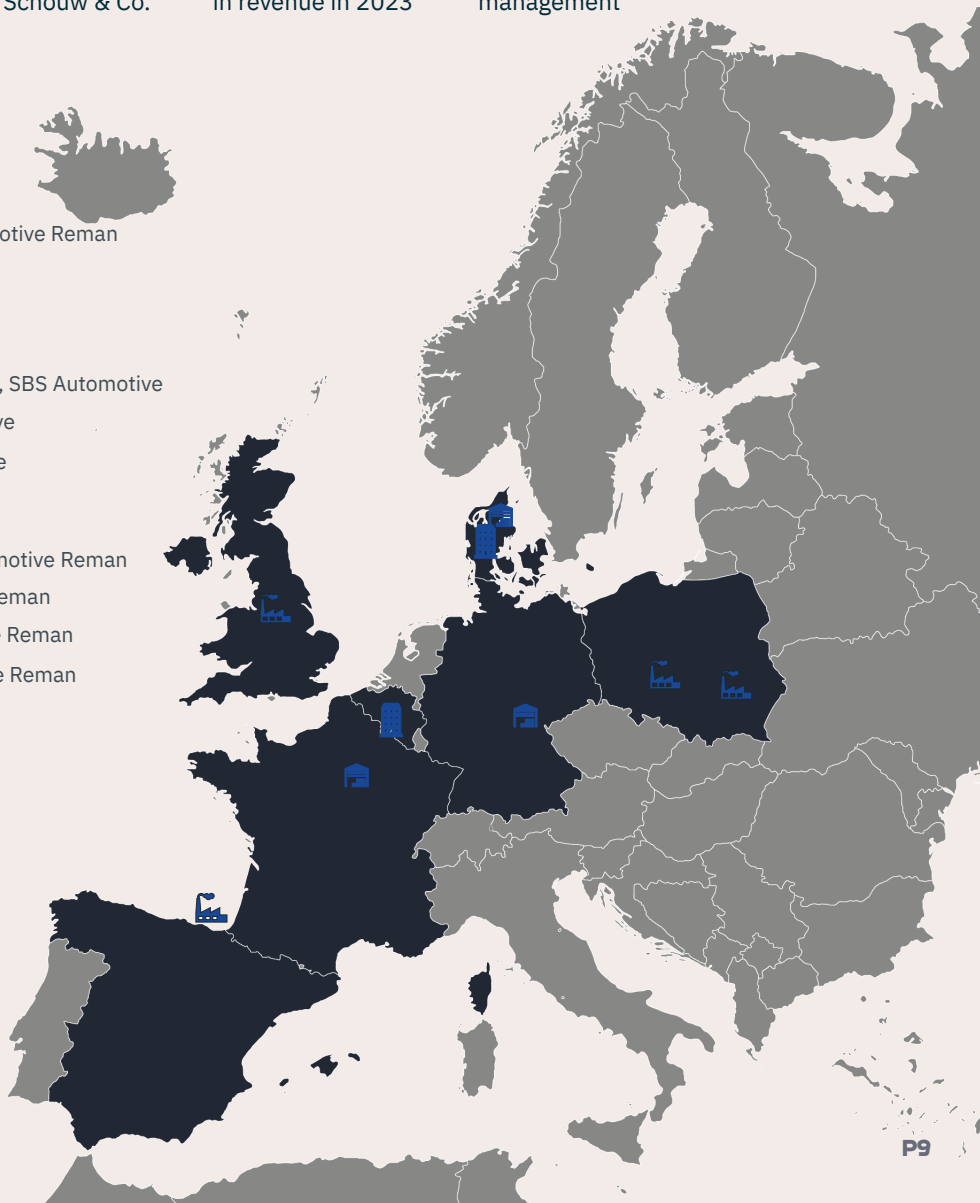
Value based management

LOCATIONS

 Silkeborg, Denmark, Headquarter, BORG Automotive Reman
Nivelles, Belgium, Sales office, CPI

 Støvring, Denmark, Sales office and distribution, SBS Automotive
Eisenach, Germany, Distribution, SBS Automotive
Chaumont, France, Distribution, SBS Automotive

 Zdunska Wola, Poland, Production, BORG Automotive Reman
Lublin, Poland, Production, BORG Automotive Reman
Wednesbury, UK, Production, BORG Automotive Reman
Pamplona, Spain, Production, BORG Automotive Reman



AMBITIONS FOR THE FUTURE

With most of our revenue coming from remanufacturing based on a circular business model, we have a natural focus on climate impacts and saving resources. The upward trend in GHG emissions softened despite higher growth rates, and we are mapping emissions from products. However, occupational health and safety and satisfied employees are also focal areas for us.

2023 was the year we succeeded in our ambition to have concrete results for the environmental impact of our remanufactured products. We have achieved this with our life cycle assessments (LCA).



Effort to limit climate impact of in-house production

Reduce GHG emissions from in-house production by 30% by 2030*

*Baseline 2020



Caring for the employees

Increase employee satisfaction by 5% over the next five years.

Reduce LTIFR by 30% by 2025*

*Baseline 2020



Circular products, saving CO₂ emissions

Be able to quantify the CO₂ savings of remanufactured products



MILESTONES IN 2023

- Published results from comparative life cycle assessments that prove a lower environmental footprint from our remanufactured products
- Installed solar panels at the Lublin factory in Poland
- Nearly a 10% reduction in CO2 emissions per remanufactured unit
- Integrated SBS Automotive into BORG Automotive Group

ENVIRONMENT

Actions and results in 2023

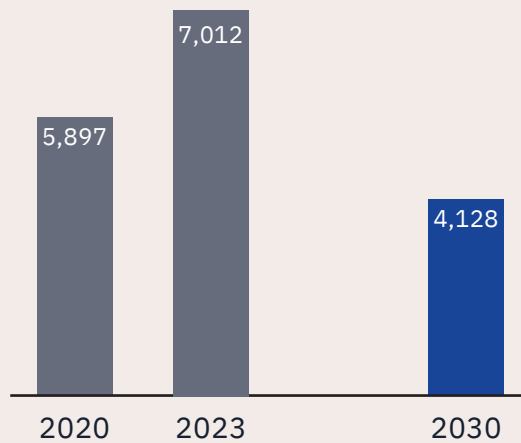


Effort to limit climate impact of in-house production

Reduce GHG emissions from in-house production by 30% by 2030*

*Baseline 2020

Total greenhouse gas emissions (tonnes CO₂e)?*



*These figures only relate to scope 1 and 2

The goal of reducing CO₂ emissions while increasing production volume has been challenging. Fortunately, this year’s figures show that our production benefits from economies of scale, and the switch to solar cells at our Polish factories has paid off.

In 2023, focusing on reducing GHG emissions, we have recalculated of our scopes 1 and 2 greenhouse gas emissions for base year 2020 following two large acquisitions. In addition, emissions from mobile units, such as company cars, are now also included in the base year data, rendering comparisons with more recent statements more accurate, and emissions factors have been updated to factor in the residual mix in the energy supply. For the base year 2020, emissions have been recalculated at 5,897 tonnes of CO₂e, from 3,689 tonnes originally. In 2023, greenhouse gas emission totalled 7,012 tonnes of CO₂e, a 19% rise from the base year 2020, which was largely due to increased activity, especially at our site in Poland where electricity consumption increased by 13%, in part as a result of a generally higher level of activity. In order to adjust for the increased activity, we

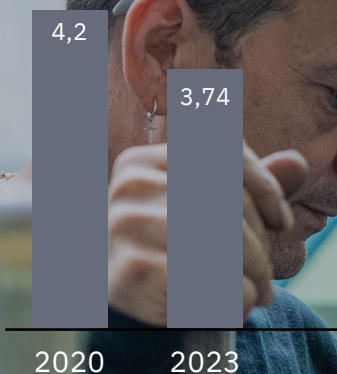
measure emissions intensity per remanufactured unit. This indicator has reduced from the baseline in 2020 from 2.49 kg of CO₂e to 2.25 kg of CO₂e in 2023, a decline of nearly 10%. As part of the ongoing work, we are in the process of calculating scope 3 emissions as well. This work is expected to be completed in 2024 and will provide further insights into value chain emissions and the circular business model.

New domicile with solar panels and heat pumps

In 2023, we built a new domicile property in Funder near Silkeborg, Denmark. Our ambition is for the new head office to be carbon neutral in its operations from as early as 2024. To that end, the building has been equipped with solar panels and a heat pump as part of the strategy to use more renewable energy in order to reduce emissions. In



CO₂e emissions intensity per remanufactured unit*



* These figures only relate to the remanufacturing pillar of the business

2023, we also installed solar panels at the production facility in Lublin, Poland, so both of our Polish sites now have solar plants installed.

Life cycle assessments

With our main business activity being the remanufacturing of automotive spare parts, documenting the environmental benefits with life cycle assessments has been a priority this year. Based on independent comparative life cycle assessments of all of our remanufactured product groups we are now able to document the environmental and climate benefits from using remanufactured spare parts.

Life cycle assessments have been a goal under governance and will therefore be further elaborated on later in this report.

With two-thirds of the company working from a circular business model, it is particularly easy to emphasise the environmental aspects of this part of the company’s operations. Even though the newly produced spare parts from our company are not part of a circular business model, initiatives are still being taken to reduce energy consumption at our SBS Automotive sites and contribute to a smaller environmental footprint overall.

PROGRESS AND FUTURE INITIATIVES



Overall, our GHG emissions have increased, but we are pleased with the economies of scale and that emissions per remanufactured product have decreased, as well as the fact that more of the energy consumption is covered by solar panels. We are planning to use even more renewable energy in our factories in the future.

In addition, we are working intensively with Schouw & Co. to invest in power purchase agreements as a way to reduce our footprint.

SOCIAL

Actions and results in 2023



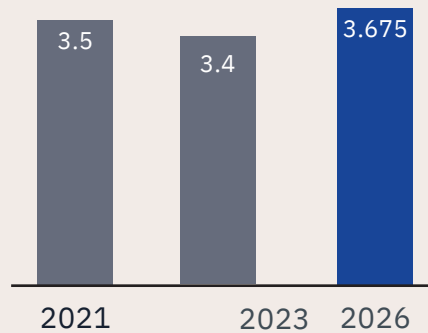
Caring for the employees

Increase employee satisfaction by 5% over the next five years

Reduce LTIFR by 30% by 2025*

*Baseline 2020

Employee satisfaction



In 2023, due to our acquisitions, more employees had to complete the satisfaction survey. Employee swill continue to be a focus point going forward. We are happy to report that the number of work-related accidents has decreased.

Strengthened focus on employee satisfaction

Last autumn, we once again conducted an employee satisfaction survey. The survey was last conducted in 2021 and, going forward, the plan is to conduct a survey every year in order to monitor developments. We have truly changed a lot as an organisation in the period from 2021 to 2023, growing much larger through a number of acquisitions. Consequently, many more employees are now being surveyed, and the employee satisfaction score has therefore dropped by 3.4%, while the target is for a 5% increase. This is a matter of considerable focus by our management.

Preparing for certification to the ISO 45001 standard in Poland

In order to further strengthen the focus on health



and safety, work was ongoing in 2023 to prepare the Polish production unit for certification to the ISO 45001 health and safety management standard like the UK-based unit was in 2022. The purpose of the certification is to achieve external validation of the systems and processes intended to ensure good working conditions and to eliminate occupational health and safety risks as much as possible.

Lower number of work-related accidents

BORG Automotive is focused on ensuring sound and safe working conditions for our employees. In 2023 we took measures to reduce LTI frequency



rates by improving workstations and automating processes. These measures have paid off, reducing the rate by 7%.

Focus on LTI frequency rates: our production processes include a lot of manual work, which in some cases involves a risk of accidents. In an attempt to mitigate such events, we arrange workshops on an ongoing basis and introduce measures to improve

employee safety at the factories. Among other measures, we have implemented new technology and production equipment to minimise the risk of industrial accidents, and this work has paid off, causing a 7% reduction in LTI frequency rates. It should be emphasised that the accidents recorded were of a less serious nature and most often did not result in long-term absence from work.

PROGRESS AND FUTURE INITIATIVES



Work-related accidents have decreased 7% and we are pleased to see that things are moving in the right direction. We will continue our strong commitment to safe working conditions and keep on launching initiatives in the area of health and safety.

Employee satisfaction has not gone in the right direction. With this year’s survey, we have a clear impression of which departments require a special effort to change the overall average and this is a focus area for management to address in 2024.

GOVERNANCE

Actions and results in 2023



Circular products, saving CO₂ emissions

Be able to quantify the CO₂ savings of remanufactured products

In 2023, BORG Automotive commissioned life cycle assessments to document the climate and resource impact of our remanufactured products. We are pleased to announce that we have realised our ambition.

Focus on sustainability and the entire administrative organisation.

A key focus at BORG Automotive in recent years has been to integrate acquired businesses. As part of these efforts, we have needed to improve and develop our policies, including those related to responsibility. In 2023, we focused on bringing together different elements in a single Employee Code of Conduct, which applies throughout the company, and on setting up a Sustainability Committee charged with anchoring the focus on sustainability throughout the organisation. Achieving this is essential, as it shows that management supports and is involved in the sustainability agenda, while at the same time strengthening and anchoring the focus further down in the organisation.

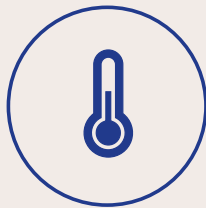
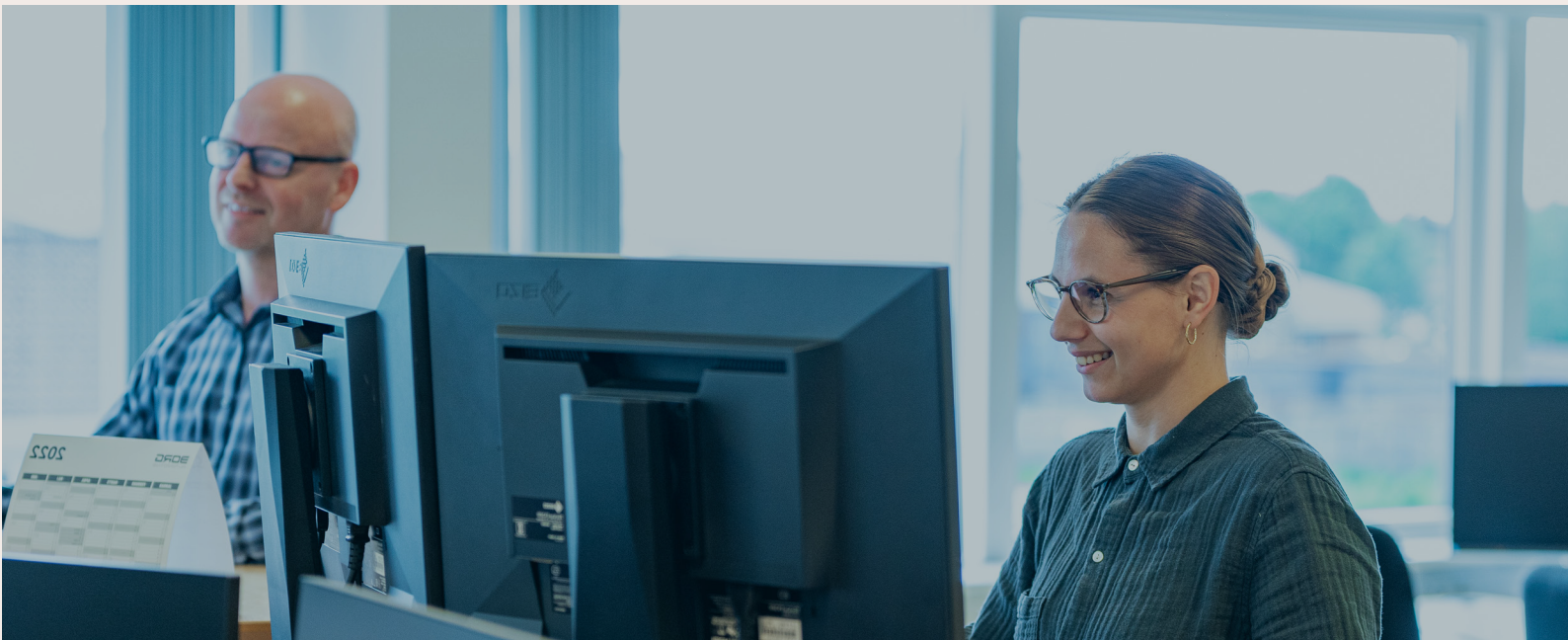
E-learning programme

We run an e-learning programme to train our employees in a wide range of areas. These include an

extensive programme on IT security, which is a key theme for us, and training sessions for our employees covering topics on GDPR, anti-corruption, and business ethics. All relevant employees completed the training process in 2023.

Life cycle assessments

In 2022 we launched our life cycle assessments project to be able to quantify the potential CO₂ savings of remanufactured products compared to newly manufactured products. The life cycle assessments were prepared by independent external experts from Linköping University with third-party reviews by external LCA experts from SustainX. The life cycle assessments show that our remanufacturing on average achieves a 60% reduction of greenhouse gas emissions relative to a newly produced unit, that energy consumption is reduced by 42%, while depletion of the Earth's resources is reduced by 70%.



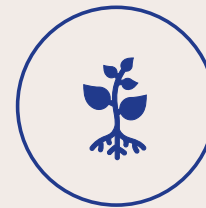
60%

Global warming
(Kg CO₂eq)



42%

Natural Reserves
(kg SB eq)



70%

Energy Use
(MJ)

PROGRESS AND FUTURE INITIATIVES



We have achieved our ambition of conducting life cycle assessments on all remanufactured product groups. Our future ambition is to use the results to develop a scope 3 emission report that our customers and business partners can use in their environmental accounting.

Ensuring good integration of acquired companies will continue to be a focus, as merging corporate cultures is not something that happens overnight and requires attention. We will work to include common policies wherever necessary.

We have gained good experience with e-learning and will continue to focus on new areas to include in our programme.

In 2024, we will spend a lot of time preparing for the new EU legislation on CSRD so that we fulfil all the requirements placed on us as a company owned by Schouw & Co.

ESG DATA OVERVIEW

At Schouw & Co., ESG reporting is an area that is constantly evolving as both Schouw & Co.'s and general reporting practices gradually mature. In 2020, the Group introduced a new common frame of reference inspired by Nasdaq's ESG Reporting Guide 2.0 and defined a common set of performance indicators across the E, S and G criteria. Until the new common EU reporting standards are introduced from 2024, these performance indicators will serve as the basis for Schouw & Co.'s ESG reporting.



Environmental reporting 2023

	2022*	2023
Revenue (DKKm)	1,815	1,876
Total greenhouse gas emissions (tonnes CO₂e)	4,594	7,012
Scope 1 (tonnes CO ₂ e)	931	1,141
Scope 2 market-based (tonnes CO ₂ e)	3,663	5,871
Scope 2 location-based (tonnes CO ₂ e)	3,672	4,997
Total greenhouse gas emissions per DKK million revenue	2.53	3.74
Total greenhouse gases per remanufactured unit (kg CO ₂ e per reman unit)	2.49	2.25
Total energy consumption (MWh)	12,293	13,623
Direct energy consumption, scope 1 (MWh)	4,187	4,932
Indirect energy consumption, scope 2 (MWh)	8,105	8,554
Energyintensity (MWh/mDDK revenue)	6.77	7.26
Share of renewable energy	0 %	1 %
Total water consumption (m³)	22,667	21,559
<i>The company adheres to a formal environmental policy</i>	✓	✓
<i>The company adheres to a specific waste, energy and/or recycling policy</i>	✓	✓
<i>The company uses a recognised energy management system</i>	✗	✗
<i>The Board of Directors monitors and/or manages climate-related risks</i>	✓	✓
<i>Senior management monitors and/or manages climate-related risks</i>	✓	✓

* 2022 data has not been recalculated

Social reporting 2023

	2022	2023
Employees		
Average no. of employees (FTEs)	2,111	2,018
Male average compensation relative to female average compensation	1.3	1.2
Employee turnover and diversity		
Employee turnover for full-time employees	24%	17%
Proportion of female employees	37%	37%
Proportion of female employees in managerial positions	33%	30%
Proportion of female employees in senior management and executive-level positions	0%	18%
Proportion of part-time employees	3%	3%
Proportion of temporary workers (e.g. contractors or consultants)	3%	3%
Health and safety		
Fatalities (no.)	0	0
Lost time injury frequency rate (LTIFR) (no. per million working hours)	12.1	11.2
Human rights and ethics		
<i>Company follows a policy against discrimination and sexual harassment</i>	✓	✓
<i>Company follows a health & safety policy</i>	✓	✓
<i>Company follows a policy against child and forced labour</i>	✓	✓
<i>The policy against child and forced labour also applies to suppliers and vendors</i>	✓	✓
<i>Company follows a human rights policy</i>	✓	✓
<i>The human rights policy also covers suppliers and vendors</i>	✓	✓

Governance reporting 2023

	2022	2023
Board of Directors		
Proportion of women on the Board of Directors*	0%	0%
Proportion of independent board members*	67%	67%
CEO is barred from serving as board chair	✓	✓
The company has a whistleblower system	✓	✓
<i>The company adheres to a data protection policy</i>	✓	✓
<i>Suppliers are required to comply with a code of conduct</i>	✓	✓
Proportion of suppliers which formally have confirmed their compliance with a code of conduct	86%	87%
<i>The company adheres to a policy on anti-corruption and business ethics</i>	✓	✓
Proportion of relevant workforce which formally has confirmed its compliance with the policy	99%	100%
<i>The company includes ESG data in statutory reporting</i>	✓	✓
<i>The company is focused on a number of selected UN SDGs</i>	✓	✓

EU Taxonomy

Pursuant to Regulation (EU) 2020/852 of the European Parliament and of the Council of 18 June 2020.

The Taxonomy Regulation sets out a classification system for economic activities aimed at establishing a framework for identifying environmentally sustainable activities. The EU Taxonomy defines six environmental objectives, to which revenue, capital expenditure (CapEx) or operating expenses (OpEx) must contribute substantially in order to be taxonomy-aligned. Furthermore, the activities must do no significant harm (DNSH) to the other five environmental objectives.

In addition to the existing objectives of climate change mitigation and climate change adaptation, delegated acts were adopted in the course of 2023 for the four remaining objectives related to water, circular economy, pollution, and biodiversity. From 2023, companies must report on whether their economic activities are taxonomy-eligible in relation to the new environmental objectives and whether they are aligned in relation to the objectives already adopted.

Assessment of eligible activities:

It is assessed that Borg Automotive's business, which is remanufacturing of spare parts for cars and sale of new manufactured spare parts, is subject to the requirements in these categories. Accordingly, all revenue of Borg Automotive is assessed as taxonomy-eligible in relation to the environmental objective 'Transition to a circular economy', see Annex II of (EU) 2023/2486 of 27 June 2023. The categories are 5.1 Repair, refurbishment and remanufacturing and 5.2. Sale of spare parts.

It is further assessed that all CapEx of Borg Automotive is "related to assets or processes that are associated with taxonomy-aligned economic activities". To avoid double counting, CapEx related to land and buildings is deducted and instead included under 7.1 Construction of new buildings, which is also taxonomy-eligible.

CapEx related to categories 7.1 Construction of new buildings and 7.6 Installation, maintenance and repair of renewable energy technologies under

climate change mitigation is also taxonomy-eligible. This includes construction of new production sites as well as installation of solar panels and heat pumps are taxonomy-eligible.

Borg Automotive's total OpEx is taxonomy-eligible, based on categories 5.1 and 5.2.

Assessment of alignment:

The taxonomy-eligible economic activities have been assessed according to the technical screening criteria set out in the delegated acts, including Commission Delegated Regulation (EU) 2023/2486 of 27 June 2023 supplementing Regulation (EU) 2020/852 of the European Parliament and of the Council by establishing the technical screening criteria for four of the six environmental objectives.

Due to its business model, Borg Automotive is assessed as exclusively supplying products falling within an economic activity that either "consists of extending the lifetime of products by repairing, refurbishing or remanufacturing products that have already been used for their intended purpose by a customer (physical person or legal person)" or "consists of the sale of spare parts beyond legal obligations", where "each sold spare part for a product replaces, or intends to replace in the future, an existing part in order to restore or upgrade the product's functionality, in particular in case where the existing part is broken".

As these economic activities account for the company's entire revenue, the company's CapEx related to this revenue is also taxonomy-eligible and taxonomy-aligned, less additions related to build-ings, and OpEx as a whole is also taxonomy-eligible.

Accounting policies

Revenue

To calculate the proportion of taxonomy-eligible revenue, total revenue for the financial year is used as the denominator in the calculation of the KPIs. The revenue is specified in the Annual Report. For further information on accounting policies, please refer to the Annual Report. Taxonomy-eligible revenue is used as the numerator, see the delegated acts.

CapEx

To calculate the proportion of taxonomy-eligible CapEx, total additions of property, plant and equipment and intangible assets, specified in notes 10 and 11 to the Annual Report, are used as the denominator in the calculation of the KPI excluding goodwill. The accounting policies for such additions are provided in the Annual Report. Taxonomy-eligible CapEx is used as the numerator, see the delegated acts. For the 2023 financial year, this includes additions of buildings, as defined in the delegated acts. Also included are additions related to taxonomy-eligible revenue including immaterial additions related to mergers, see point 1.1.2.2 of Annex I of Commission Delegated Regulation (EU) 2021/2178 of 6 July 2021 supplementing Regulation (EU) 2020/852 of the European Parliament and of the Council. These have not been recorded separately in the ERP system and have therefore been determined according to the allocation base following from the allocation of revenue in the same category. Additions of property, plant and equipment and intangible assets are specified in notes 10 and 11 in the Annual Report.

OpEx

In the EU Taxonomy, OpEx is narrowly defined as direct non-capitalised costs that relate to research and development, building renovation measures, short-term lease, maintenance and repair, and any other direct expenditures relating to the day-to-day servicing of assets of property, plant and equipment. As for CapEx, the allocation base used for taxonomy-eligible revenue is used to determine taxonomy-eligible OpEx.

Revenue for the 2023 financial year

Economic activities	Code	Absolute revenue	Proportion of revenue	Substantial contribution criterion - Climate change mitigation	Substantial contribution criterion - Climate change adaptation	Substantial contribution criterion - Water and marine resources	Substantial contribution criterion - Circular economy	Substantial contribution criterion - Pollution	Substantial contribution criterion - Biodiversity and ecosystems	Climate change mitigation	Climate change adaptation	Water and marine resources	DNHS criteria 'Do No Significant Harm' - Circular economy	DNHS criteria 'Do No Significant Harm' - Pollution	DNHS criteria 'Do No Significant Harm' - Biodiversity and ecosystems	DNHS criteria 'Do No Significant Harm' - Minimum safeguards	DNHS criteria 'Do No Significant Harm' - Proportion of taxonomy- aligned or taxonomy-eligible revenue 2022	DNHS criteria 'Do No Significant Harm' - Enabling activity	Transitional activity
A. TAXONOMY-ELIGIBLE ACTIVITIES																			
A.1 Environmentally sustainable activities (Taxonomy alignment):																			
Repair, refurbishment and remanufacturing	CE5.1	1426	76%				Y			Y	Y	Y	-	Y	Y	Y	-		
Sale of spare parts	CE5.2	450	24%				Y			Y	Y	Y	-	Y	Y	Y	-		
A.1 Total taxonomy-aligned revenue		1876	100%																
Of which enabling																			
Of which transitional activities																			
A.2 Taxonomy-eligible but not aligned:																			
A.2 Total taxonomy-eligible but not aligned revenue		0	0%																
Total (A.1 + A.2)		1876	100%																
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES																			
Total revenue, taxonomy-non-eligible activities		0	0%																
Total revenue (A + B)		1876	100%																

Y= Yes, N=No

CapEx for the 2023 financial year

Economic activities	Code	Absolute CapEx	Proportion of CapEx	Substantial contribution criterion - Climate change mitigation	Substantial contribution criterion - Climate change adaptation	Substantial contribution criterion - Water and marine resources	Substantial contribution criterion - Circular economy	Substantial contribution criterion - Pollution	Substantial contribution criterion - Biodiversity and ecosystems	Climate change mitigation	Climate change adaptation	Water and marine resources	DNHS criteria 'Do No Significant Harm' - Circular economy	DNHS criteria 'Do No Significant Harm' - Pollution	DNHS criteria 'Do No Significant Harm' - Biodiversity and ecosystems	DNHS criteria 'Do No Significant Harm' - Minimum safeguards	DNHS criteria 'Do No Significant Harm' - Proportion of taxonomy-aligned or taxonomy-eligible CapEx 2022	DNHS criteria 'Do No Significant Harm' - Enabling activity	Transitional activity
A. TAXONOMY-ELIGIBLE ACTIVITIES																			
A.1 Environmentally sustainable activities (Taxonomy alignment):																			
Repair, refurbishment and remanufacturing	CE5.1	8	13%				Y			Y	Y	Y	-	Y	Y	Y	-		
Sale of spare parts	CE5.2	3	5%				Y			Y	Y	Y	-	Y	Y	Y	-		
A.1 Total taxonomy-aligned CapEx		11	18%																
Of which enabling																			
Of which transitional activities																			
A.2 Taxonomy-eligible but not aligned:																			
Construction of new buildings	CCM7.1	50	83%		N														
A.2 Total taxonomy-eligible but not aligned CapEx		50	83%																
Total (A.1 + A.2)		61	100%																
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES																			
Total CapEx, taxonomy-non-eligible activities		0	0%																
Total CapEx (A + B)		60	100%																

OpEx for the 2023 financial year

Economic activities	Code	Absolute OpEx	Proportion of OpEx	Substantial contribution criterion - Climate change mitigation	Substantial contribution criterion - Climate change adaptation	Substantial contribution criterion - Water and marine resources	Substantial contribution criterion - Circular economy	Substantial contribution criterion - Pollution	Substantial contribution criterion - Biodiversity and ecosystems	Climate change mitigation	Climate change adaptation	Water and marine resources	DNHS criteria 'Do No Significant Harm' - Circular economy	DNHS criteria 'Do No Significant Harm' - Pollution	DNHS criteria 'Do No Significant Harm' - Biodiversity and ecosystems	DNHS criteria 'Do No Significant Harm' - Minimum safeguards	DNHS criteria 'Do No Significant Harm' - Proportion of taxonomy- aligned or taxonomy-eligible OpEx 2022	DNHS criteria 'Do No Significant Harm' - Enabling activity	Transitional activity
A. TAXONOMY-ELIGIBLE ACTIVITIES																			
A.1 Environmentally sustainable activities (Taxonomy alignment):																			
Repair, refurbishment and remanufacturing	CE5.1	27	77%				Y			Y	Y	Y	-	Y	Y	Y	-		
Sale of spare parts	CE5.2	8	23%				Y			Y	Y	Y	-	Y	Y	Y	-		
A.1 Total taxonomy-aligned OpEx		35	100%																
Of which enabling																			
Of which transitional activities																			
A.2 Taxonomy-eligible but not aligned:																			
A.2 Total taxonomy-eligible but not aligned OpEx		0	0%																
Total (A.1 + A.2)		35	100%																
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES																			
Total OpEx, taxonomy-non-eligible activities		0	0%																
Total OpEx (A + B)		35	100%																



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