

Media Information

29 January 2026

## **BMW Group once again reduces EU CO<sub>2</sub> fleet-wide emissions in 2025**

**+++ BMW Group reports fleet emissions of 90.0 grams of CO<sub>2</sub> per kilometre (WLTP) in European Union +++ EU legal requirements met and exceeded +++**

**Munich.** The BMW Group once again reduced the CO<sub>2</sub> emissions of its vehicle fleet sold in the European Union (EU27+2: EU, Norway, Iceland) in financial year 2025. Based on preliminary internal calculations, the figure came in at 90.0 grams per kilometre according to WLTP (2024: 99.5 grams per kilometre). This represents a reduction of approximately 9.5% in these emissions compared to 2024.

The applicable fleet target limit for the BMW Group set by the European Union (EU27+2: EU, Norway, Iceland) stood at 92.9 grams in 2025. The company was thus able to outperform this target by 2.9 grams.

"We once again overfulfilled Europe's ambitious CO<sub>2</sub> targets in 2025 – without relying on flexibility mechanisms or pooling. This underlines that our technology-neutral approach and systematic CO<sub>2</sub> reduction are not contradictory but go hand in hand. The decisive factor is the efficiency of all the drive technologies we offer our customers," said Oliver Zipse, Chairman of the Board of Management of BMW AG.

The continuing electrification of the BMW Group was a key driver in reducing its fleet-wide emissions last year. In 2025, the company delivered more than 316,000 electrified vehicles to customers in the European Union (EU27+2: EU, Norway, Iceland). The share of BMW Group sales represented by electrified vehicles in the European Union (EU27+2: EU, Norway, Iceland) rose to 41.1% last year.

In 2025, the BMW Group sold over 202,000 fully electric vehicles in the European Union (EU27+2: EU, Norway, Iceland). This represented around 26.3% of total sales volume in this region.

This provides a strong starting point for the BMW iX3, the first production model of the Neue Klasse, which will expand the BMW Group's product line-up from 2026.

The reduction of fleet-wide emissions supports the BMW Group's long-term climate goals. In this way, the BMW Group is pursuing a holistic decarbonisation strategy across the entire lifecycle, with the aim of reaching "net zero" no later than 2050. This represents a firm commitment by the company to the goals of the Paris Climate Agreement. By 2035, it plans to reduce its CO<sub>2</sub>e emissions by at least 60 million tonnes compared with 2019 levels.

"Every tonne of CO<sub>2</sub> we can avoid counts. That is why we have adopted a holistic development approach to decarbonisation that goes far beyond fleet emissions. We are reducing CO<sub>2</sub> across the entire lifecycle of our vehicles – from the supply chain to production and throughout their operation," explains Joachim Post, member of the Board of Management of BMW AG, Development.

The delivery figures reported in this press release are provisional and may change up until the BMW Group Report 2025 is published. Notes on how delivery figures are prepared can be found in the BMW Group Report 2024 on p. 427.

If you have any questions, please contact:

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**The BMW Group**

With its four brands, BMW, MINI, Rolls-Royce and BMW Motorrad, the BMW Group is the world's leading premium manufacturer of automobiles and motorcycles and also provides premium financial services. The BMW Group production network comprises over 30 production sites worldwide; the company has a global sales network in more than 140 countries.

In 2024, the BMW Group sold 2.45 million passenger vehicles and more than 210,000 motorcycles worldwide. The profit before tax in the financial year 2024 was € 11.0 billion on revenues amounting to € 142.4 billion. As of 31 December 2024, the BMW Group had a workforce of 159,104 employees.

The economic success of the BMW Group has always been based on long-term thinking and responsible action. Sustainability is a key element of the BMW Group's corporate strategy and covers all products – from the supply chain through production to the end of their useful life.

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