



# CAPITAL MARKETS DAY

MARANELLO JUNE 16, 2022

# SAFE HARBOR STATEMENTS

This document contains forward-looking statements. These statements may include terms such as “may”, “will”, “expect”, “could”, “should”, “intend”, “estimate”, “anticipate”, “believe”, “remain”, “continue”, “on track”, “successful”, “grow”, “design”, “target”, “objective”, “goal”, “forecast”, “projection”, “outlook”, “prospects”, “plan”, “guidance” and similar expressions. Forward-looking statements are not guarantees of future performance. Rather, they are based on the Ferrari Group’s (hereinafter, the “Group”) current expectations and projections about future events and, by their nature, are subject to inherent risks and uncertainties. They relate to events and depend on circumstances that may or may not occur or exist in the future and, as such, undue reliance should not be placed on them.

Actual results may differ materially from those expressed in such statements as a result of a variety of factors, including: the Group’s ability to preserve and enhance the value of the Ferrari brand; the success of the Group’s Formula 1 racing team and the expenses the Group incurs for its Formula 1 activities, the uncertainty of the sponsorship and commercial revenues the Group generates from its participation in the Formula 1 World Championship, including as a result of the impact of the Covid-19 pandemic, as well as the popularity of Formula 1 more broadly; the Group’s ability to keep up with advances in high performance car technology, to meet the challenges and costs of integrating advanced technologies, including hybrid and electric, more broadly into our car portfolio over time and to make appealing designs for our new models; the Group’s ability to preserve its relationship with the automobile collector and enthusiast community; changes in client preferences and automotive trends; changes in the general economic environment, including changes in some of the markets in which the Group operates, and changes in demand for luxury goods, including high performance luxury cars, which is highly volatile; competition in the luxury performance automobile industry; the Group’s ability to successfully carry out its controlled growth strategy and, particularly, the Group’s ability to increase its presence in growth market countries; the Group’s low volume strategy; global economic conditions, macro events and pandemics, including the effects of the evolution of and response to the Covid-19 pandemic and of the Russia-Ukraine conflict; the impact of increasingly stringent fuel economy, emission and safety standards, including the cost of compliance, and any required changes to its products; reliance upon a number of key members of executive management and employees, and the ability of its current management team to operate and manage effectively; the performance of the Group’s dealer network on which the Group depends for sales and services; increases in costs, disruptions of supply or shortages of components and raw materials; disruptions at the Group’s manufacturing facilities in Maranello and Modena; the effects of Brexit on the UK market; the performance of the Group’s licensees for Ferrari-branded products; the Group’s ability to protect its intellectual property rights and to avoid infringing on the intellectual property rights of others; the ability of Maserati, the Group’s engine customer, to sell its planned volume of cars; the Group’s continued compliance with customs regulations of various jurisdictions; product recalls, liability claims and product warranties; the adequacy of its insurance coverage to protect the Group against potential losses; the Group’s ability to ensure that its employees, agents and representatives comply with applicable law and regulations; the Group’s ability to maintain the functional and efficient operation of its information technology systems and to defend from the risk of cyberattacks, including on its in-vehicle technology; the Group’s ability to service and refinance its debt; the Group’s ability to provide or arrange for adequate access to financing for its dealers and clients, and associated risks; labor relations and collective bargaining agreements; exchange rate fluctuations, interest rate changes, credit risk and other market risks; changes in tax, tariff or fiscal policies and regulatory, political and labor conditions in the jurisdictions in which the Group operates, including possible future bans of combustion engine cars and the potential advent of self-driving technology; potential conflicts of interest due to director and officer overlaps with the Group’s largest shareholders; and other factors discussed elsewhere in this document.

The Group expressly disclaims and does not assume any liability in connection with any inaccuracies in any of the forward-looking statements in this document or in connection with any use by any third party of such forward-looking statements. Any forward-looking statements contained in this document speak only as of the date of this document and the Company does not undertake any obligation to update or revise publicly forward-looking statements. Further information concerning the Group and its businesses, including factors that could materially affect the Company’s financial results, is included in the Company’s reports and filings with the U.S. Securities and Exchange Commission, the AFM and CONSOB.



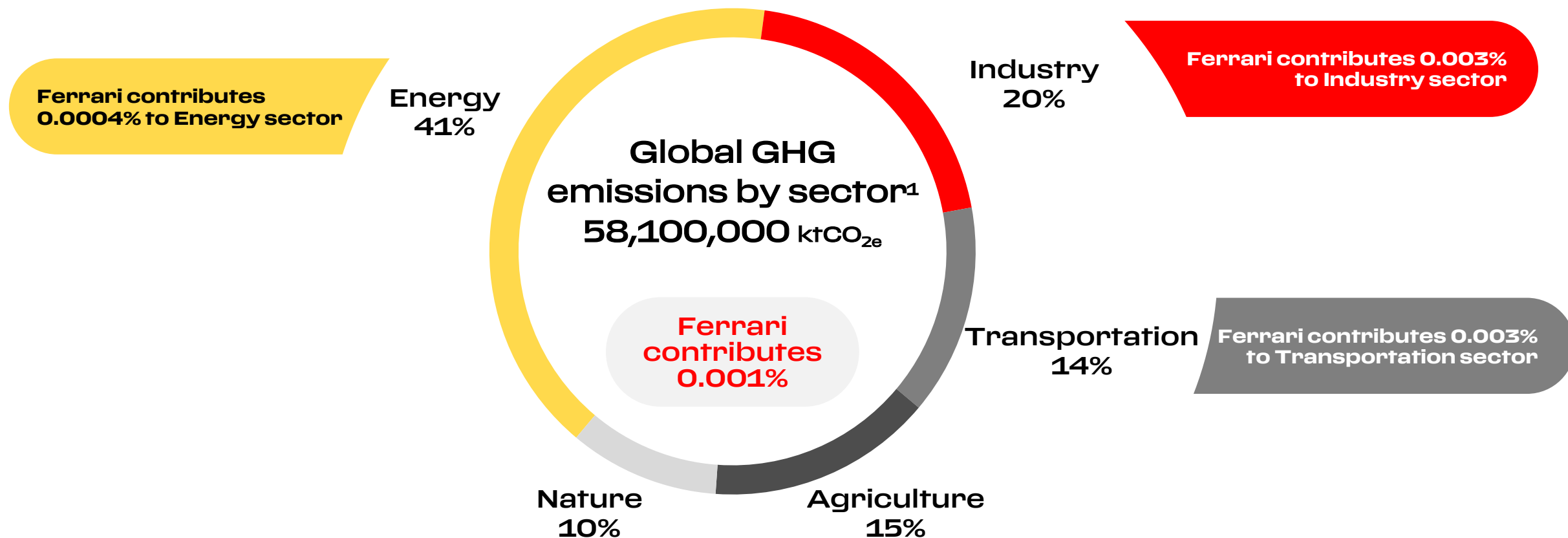


Pushing the boundaries...

... **from purpose to action**

Benedetto Vigna

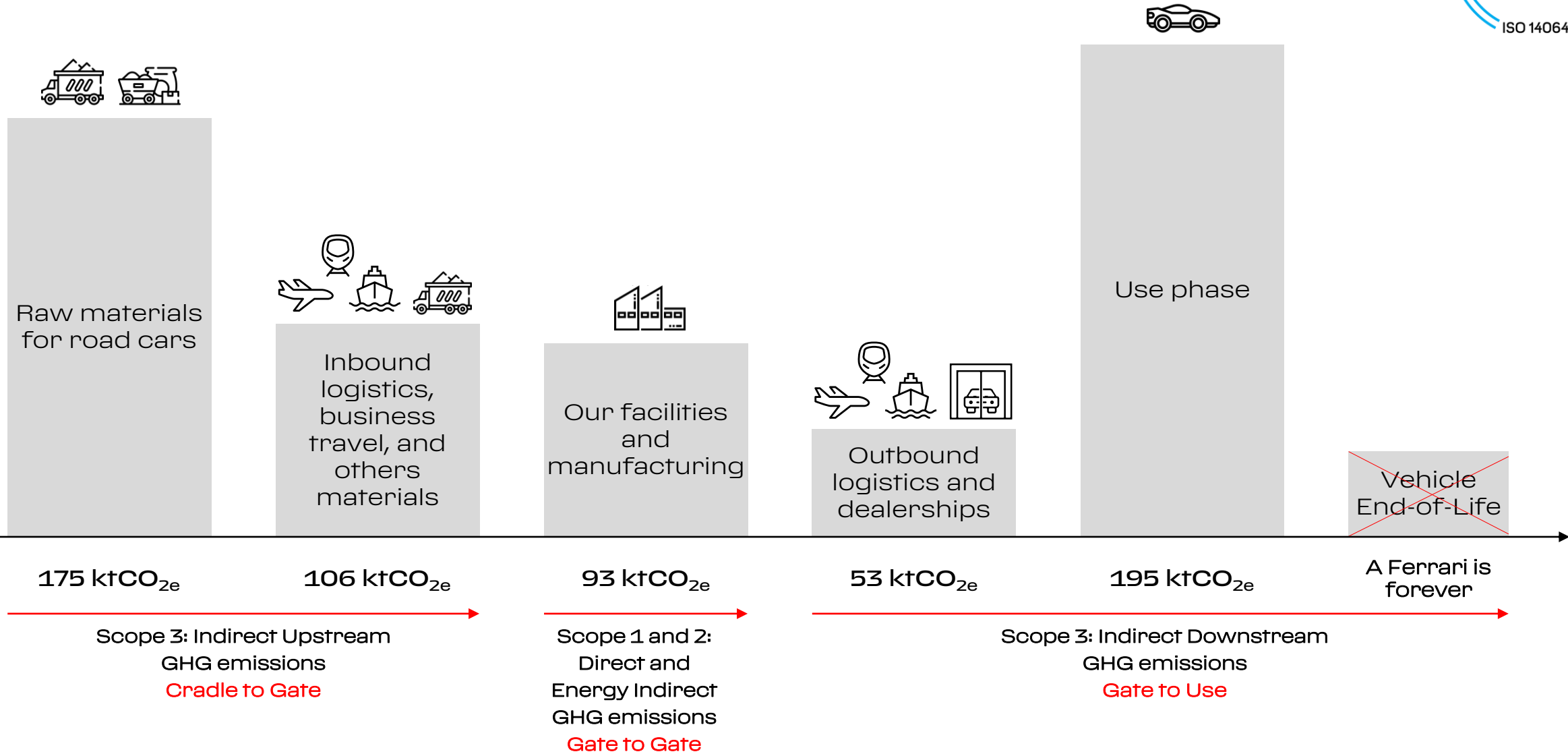
# FERRARI: 622 ktCO<sub>2e</sub> SCOPE 1, 2 AND 3



**WE AIM TO BE A CATALYST FOR CHANGE THROUGH DELIBERATE ACTIONS**

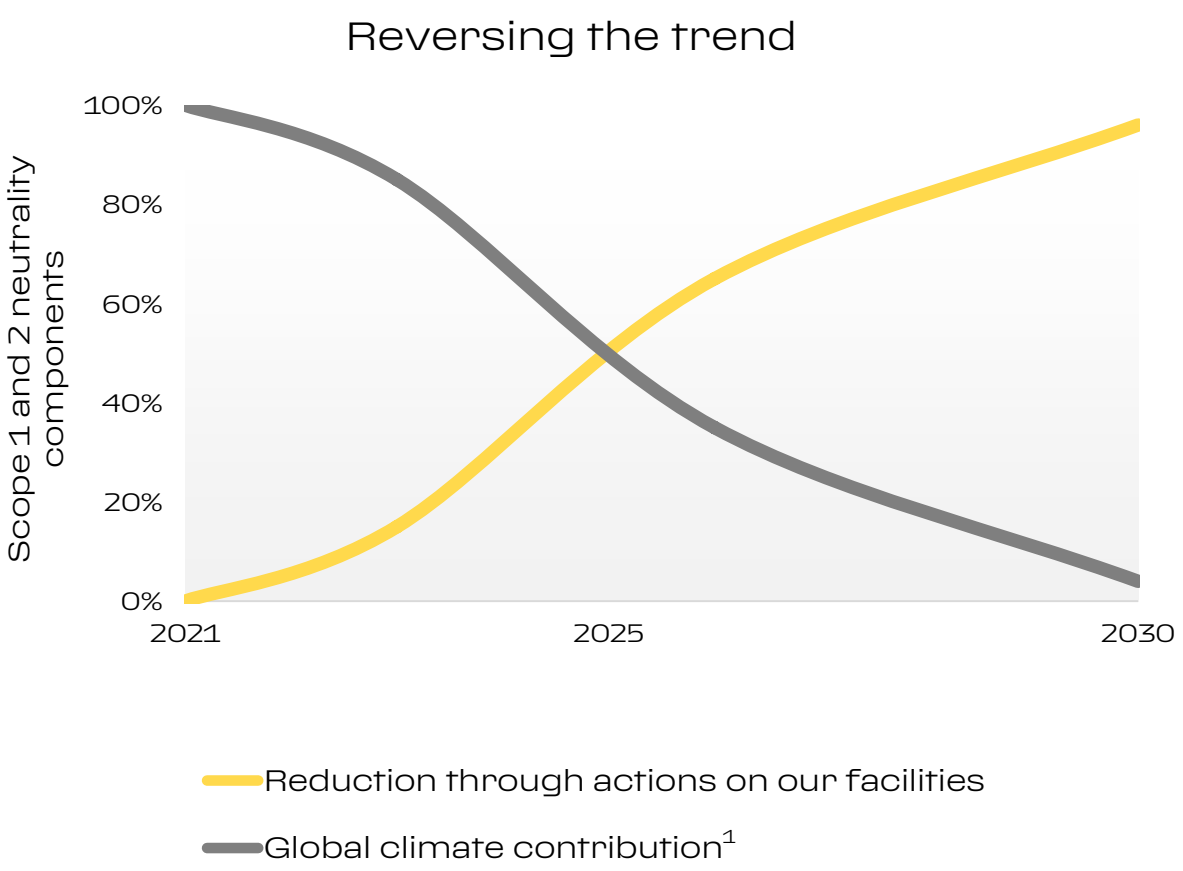
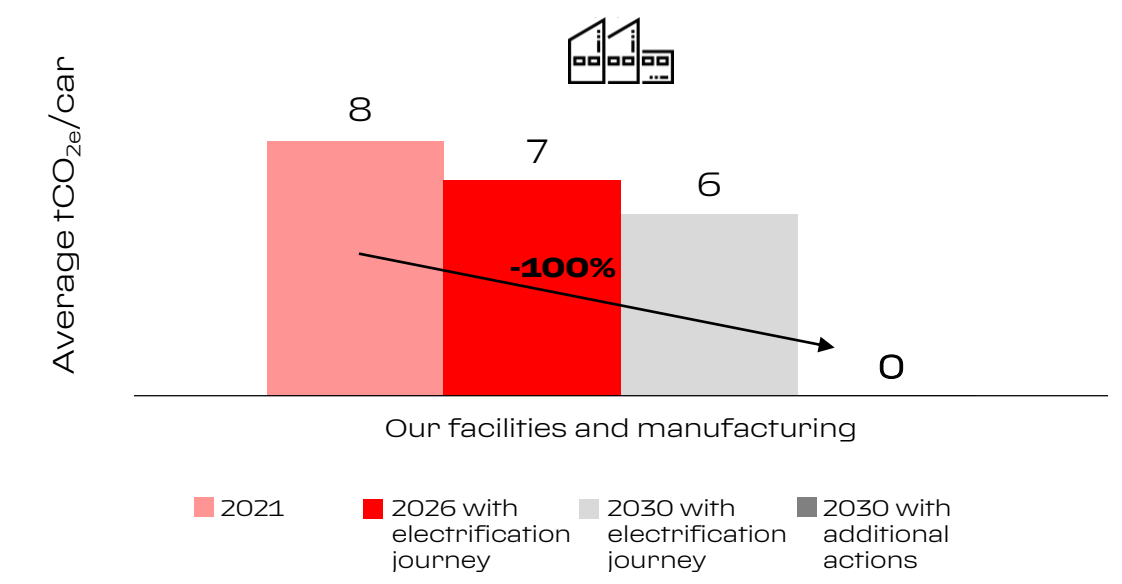


# 2021 FERRARI GROUP CARBON FOOTPRINT: 622 ktCO<sub>2e</sub>



# FERRARI CARBON NEUTRAL BY 2030

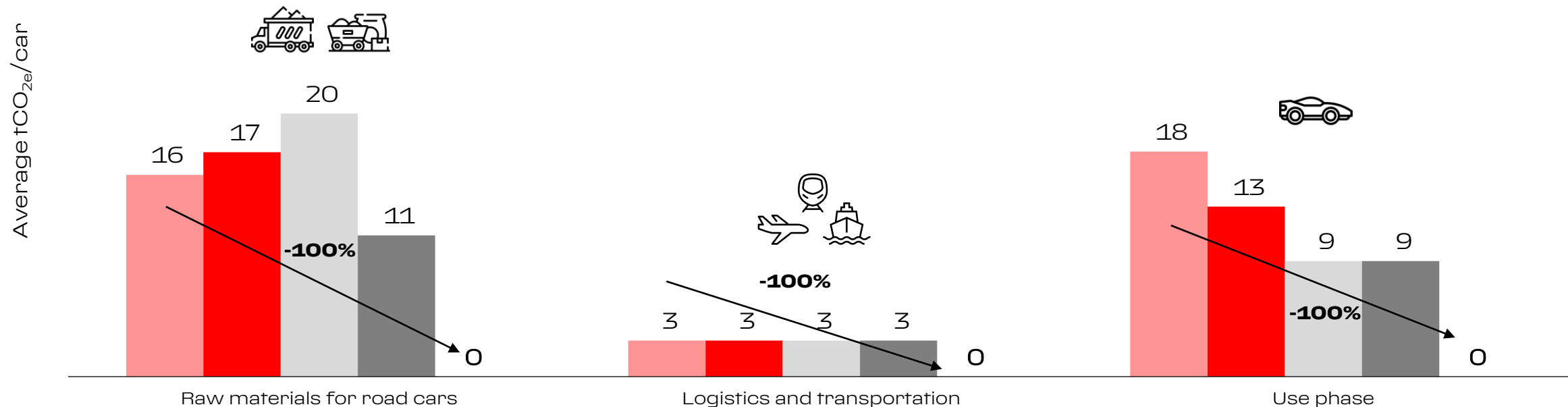
## OUR STRATEGY FOR SCOPE 1 AND 2



Actions currently identified on our facilities:	<b>At least -90%</b> <ul style="list-style-type: none"> <li>• 77 MW of biomethane</li> <li>• 37 MW of new photovoltaic</li> <li>• 1 MW fuel cell</li> </ul>
2030 global climate contribution:	<b>At most -10%</b>

# FERRARI CARBON NEUTRAL BY 2030 OUR STRATEGY FOR SCOPE 3

■ 2021 ■ 2026 with electrification journey ■ 2030 with electrification journey ■ 2030 with additional actions ■ Climate contribution



Actions currently identified on our value chain:

## At least -30%

mainly recycled  
aluminum and others

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## assessing potential options to decarbonize

## At least -50%

electrification

2030 global climate contribution:

## At most -70%

**-100%**

**At most -50%**



## Carbon credits: highest standard projects

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Collaboration with  
ClimateSeed on climate and  
social positive contribution

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## Bosco Ferrari

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Creation of the  
Ferrari forest in Italy

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**CARBON NEUTRALITY THROUGH A TRANSPARENT PROCESS**





# OUR DECARBONIZATION COMMITMENT TO 2030

**Scope 1 and 2  
carbon neutral**

Total neutralization of GHG emissions in our operations already starting from 2021

**Scope 3<sup>1</sup>  
at least -40%  
per car by 2030**

Concrete actions on our value chain, given current technology

**Global climate  
contribution**

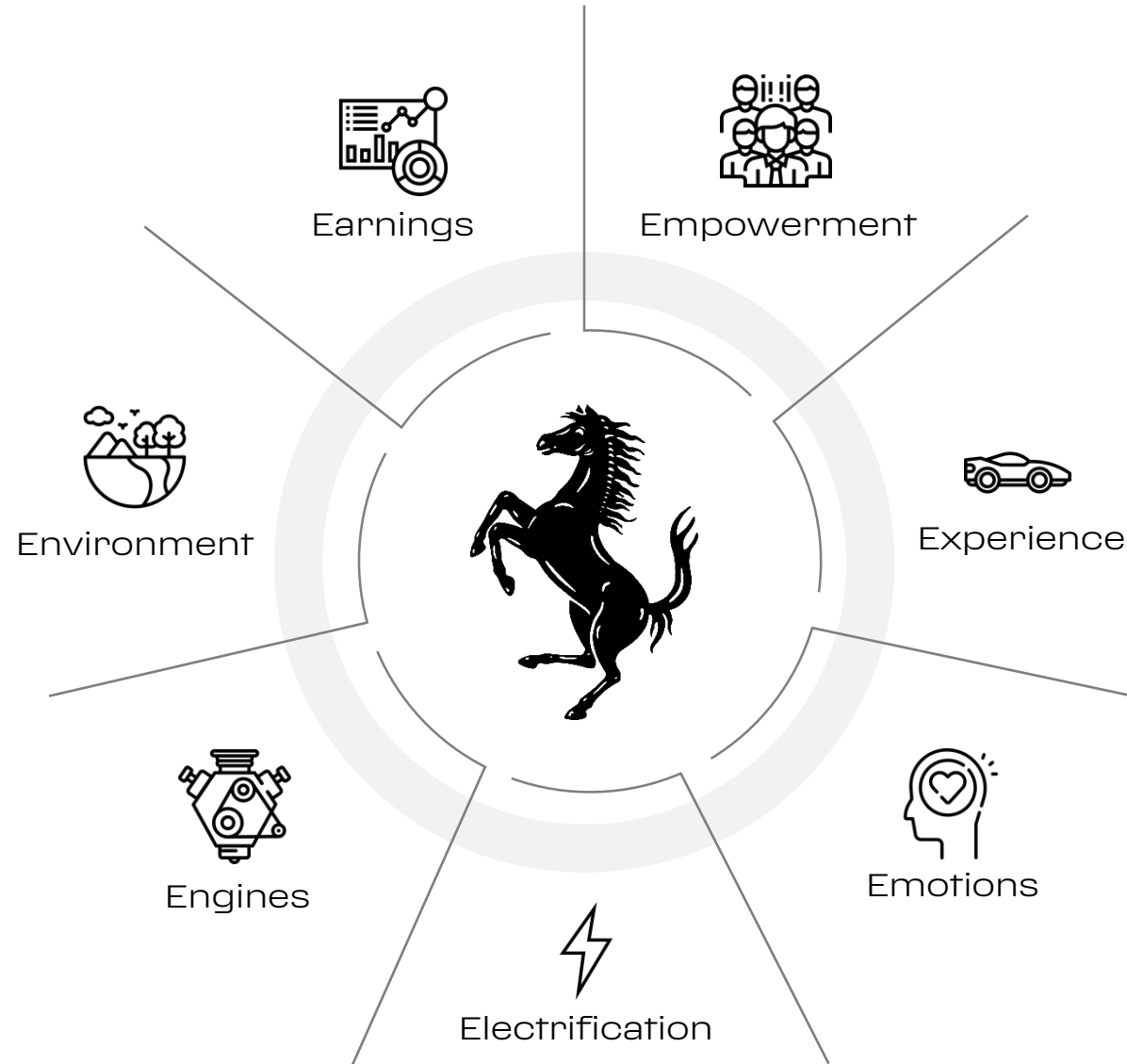
External partnerships and Bosco Ferrari

**COMMITTED TO SET SCIENCE BASED TARGETS<sup>2</sup> IN LINE WITH 1.5°C PATHWAY**



1. Scope perimeter in compliance with SBTi requirements, main focus on purchasing goods and use phase  
2. SBTi OEMs sector policy currently under revision, Scope 3 targets subject to stricter requirements

# CLOSING REMARKS



*“THOSE WHO COME AFTER ME HAVE  
ACCEPTED A VERY SIMPLE INHERITANCE:  
TO KEEP ALIVE THE WILL TO PROGRESS  
PURSUED IN THE PAST”*

*Enzo Ferrari*



