



FERRARI CAPITAL MARKETS DAY

MARANELLO, OCTOBER 9, 2025

FORWARD LOOKING STATEMENT

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 Group’s ability to attract and retain qualified personnel; the success of the Group’s racing activities; 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 electric, more broadly into its car portfolio over time and to make appealing designs for its new models; the impact of increasingly stringent fuel economy, emissions and safety standards; the potential advent of self-driving technology; increases in costs, disruptions of supply or shortages of components and raw materials; the Group’s ability to successfully carry out its low volume and controlled growth strategy, while increasing its presence in growth market countries; changes in general economic conditions (including changes in the markets in which the Group operates) and changes in demand for luxury goods, including high performance luxury cars, which is highly volatile; macro events, pandemics and conflicts, including the ongoing conflicts in Ukraine and the Middle East region, and the related issues potentially impacting sourcing and transportation; trading policies and tariffs; competition in the luxury performance automobile industry; changes in client preferences and automotive trends; the Group’s ability to preserve the value of its cars over time and its relationship with the automobile collector and enthusiast community; disruptions at the Group’s manufacturing facilities in Maranello and Modena; climate change and other environmental impacts, as well as an increased focus of regulators and stakeholders on environmental matters; the Group’s ability to maintain the functional and efficient operation of its information technology systems and to defend from the risk of cyberattacks; the ability of its current management team to operate and manage effectively and the reliance upon a number of key members of executive management and employees; the performance of the Group’s dealer network on which the Group depends for sales and services; product warranties, product recalls and liability claims; the sponsorship and commercial revenues and expenses of the Group’s racing activities, as well as the popularity of motor sports more broadly; the performance of the Group’s lifestyle activities; the Group’s ability to protect its intellectual property rights and to avoid infringing on the intellectual property rights of others; the Group’s continued compliance with customs regulations of various jurisdictions; labor relations and collective bargaining agreements; the Group’s ability to ensure that its employees, agents and representatives comply with applicable law and regulations; changes in tax or fiscal policies and regulatory, political and labor conditions in the jurisdictions in which the Group operates; the Group’s ability to service and refinance its debt; exchange rate fluctuations, interest rate changes, credit risk and other market risks; the Group’s ability to provide or arrange for adequate access to financing for its clients and dealers, and associated risks; the adequacy of its insurance coverage to protect the Group against potential losses; 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.



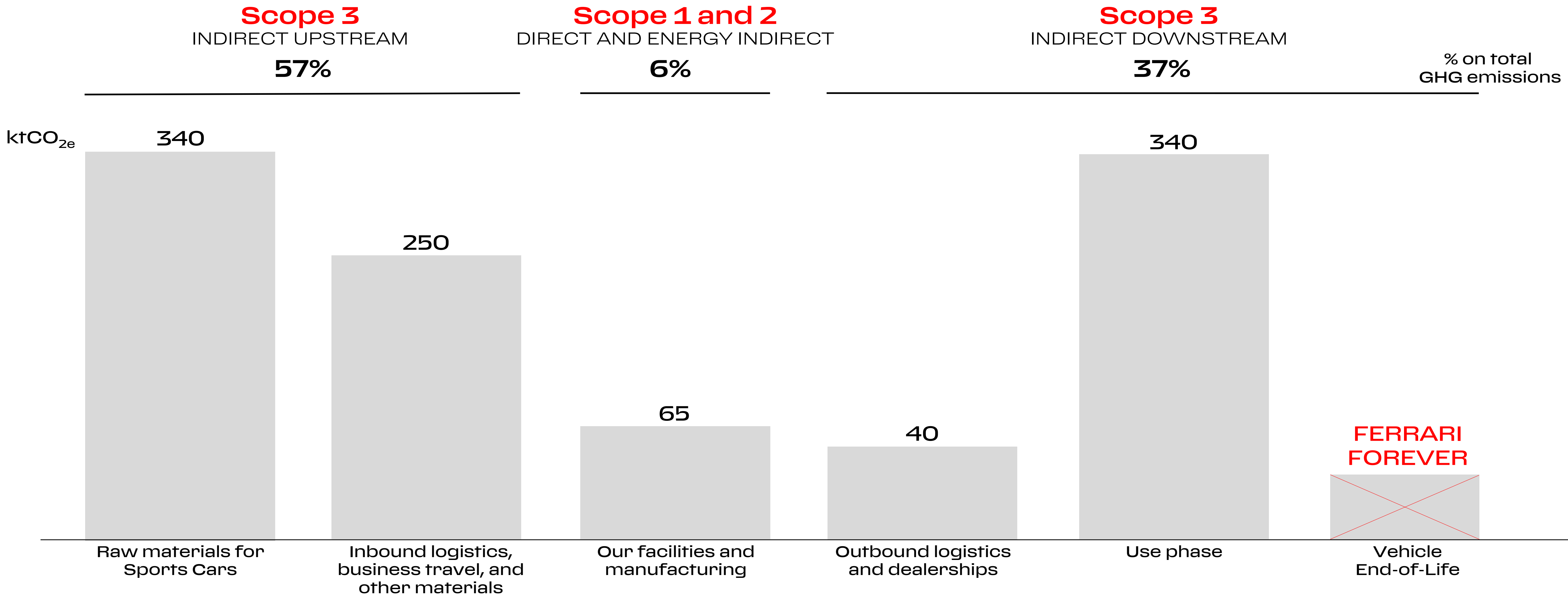
OUR DECARBONIZATION JOURNEY

BENEDETTO VIGNA

SUCCESS MEANS CONTINUING TO
INSPIRE EACH OTHER AND THE WORLD



2024 GROUP GHG EMISSIONS

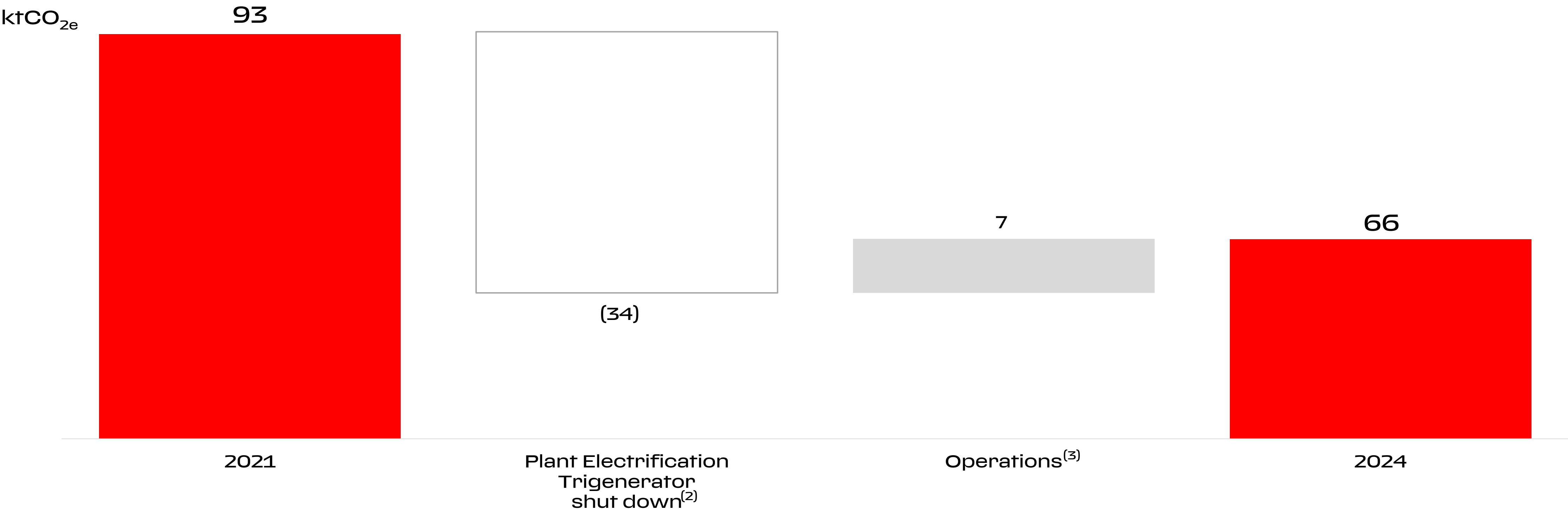


TOTAL GHG EMISSIONS: **1,035 ktCO_{2e}**



All the data has been rounded

SCOPE 1 & 2⁽¹⁾ ACHIEVEMENTS SO FAR

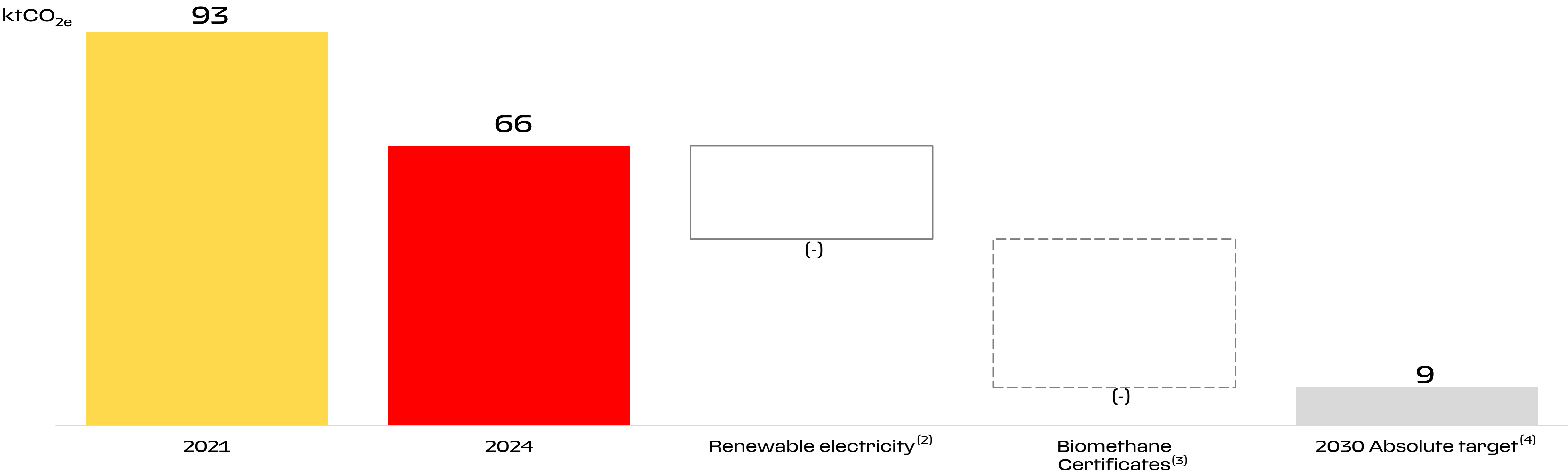


REDUCTION OF ~**30%** VERSUS 2021



(1) Scope 2 GHG emissions are calculated using the market-based method. (2) Until September 2024, the trigeneration plant burnt natural gas to produce electricity, heat and cool. The associated reduction takes only into consideration the period between September and December 2024. (3) Mainly includes the increase in production activity and fuel cell emissions

OUR STRATEGY FOR SCOPE 1 & 2⁽¹⁾

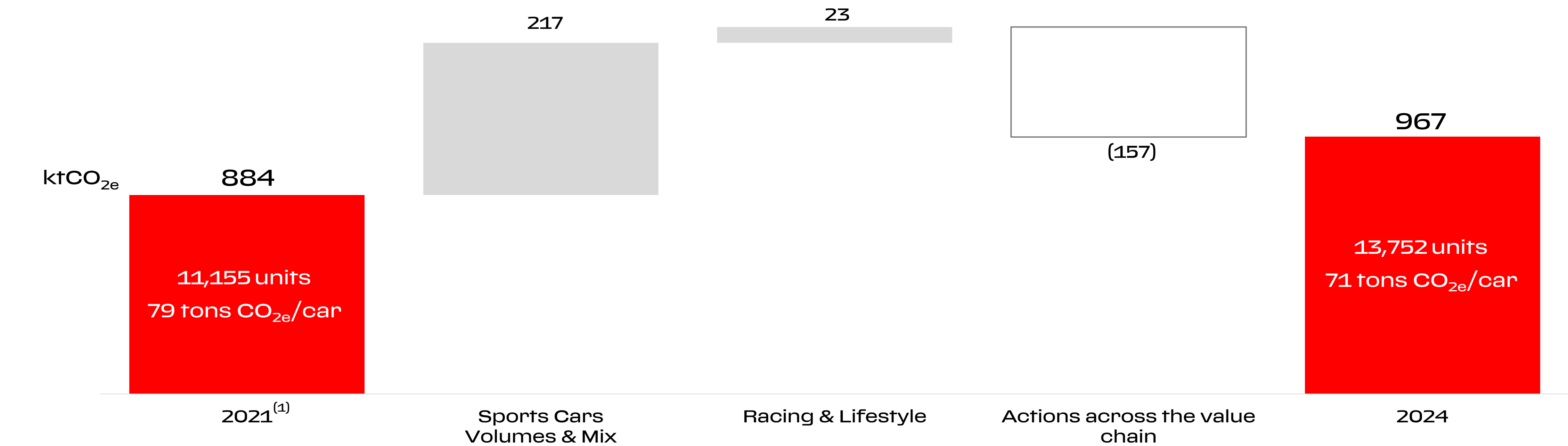


AT LEAST **-90% ABSOLUTE** VERSUS 2021, BEYOND 1.5°C ALIGNED



(1) Scope 2 GHG emissions are calculated using the market-based method. (2) This reduction also takes into consideration the remaining yearly effect of the shutdown of the trigeneration plant. (3) Subject to final guidance by the GHG Protocol. (4) The remaining emissions will be mitigated through the purchase of beyond value chain certified carbon credits

SCOPE 3 ACHIEVEMENTS SO FAR

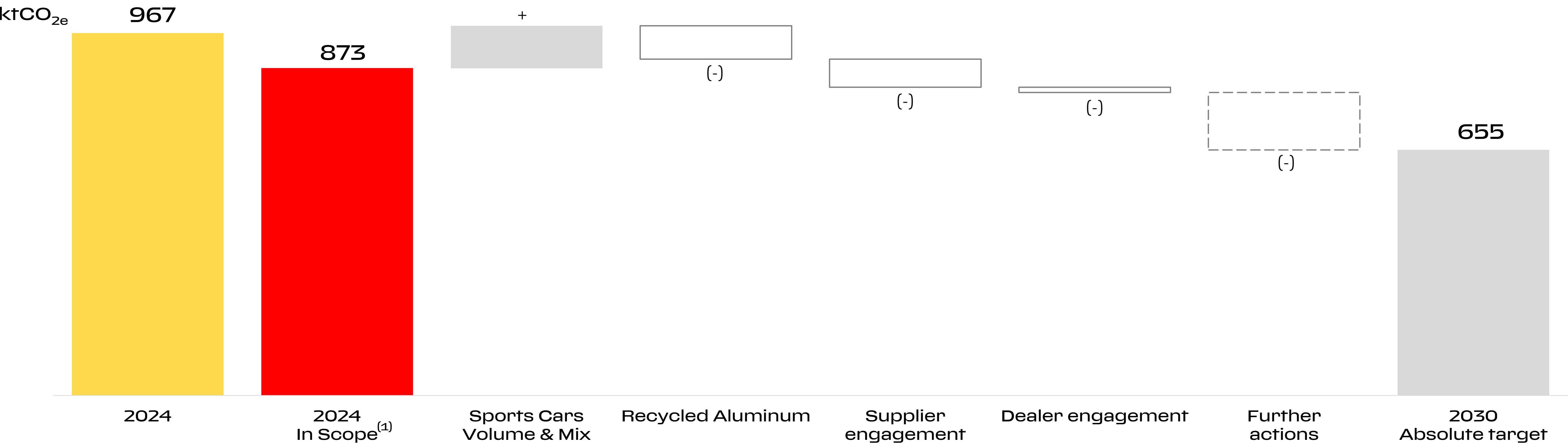


REDUCTION OF **~10%** PER CAR VERSUS 2021



(1) 2021 figures have been restated to reflect the update in calculation methodology resulting in a change in Scope 3 emissions from 529 kton CO_{2e} (data presented at the 2022 Capital Markets Day) to 884 kton CO_{2e}

OUR STRATEGY FOR SCOPE 3



-25% ABSOLUTE VERSUS 2024, WELL BELOW 2°C ALIGNED⁽²⁾



(1) The perimeter in scope covers more than 90% of Scope 3 emissions. Capital Goods, employee commuting and business travel categories are out of scope for the Scope 3 target. (2) Aligned with the Cross-sector Pathway of the Science-Based Targets Initiative

OUR DECARBONIZATION COMMITMENT TO 2030

at least **-90%**
absolute vs 2021

SCOPE 1 & 2⁽¹⁾
BY 2030⁽²⁾

at least **-25%**
absolute vs 2024

SCOPE 3⁽³⁾
BY 2030



(1) Scope 2 GHG emissions are calculated using the market-based method. (2) Already Scope 1&2 Carbon Neutral since 2021. (3) The perimeter in scope covers more than 90% of Scope 3 emissions. Capital Goods, employee commuting and business travel categories are out of scope for the Scope 3 target.

FOR ENZO, EVERY SUCCESS
WAS JUST THE BEGINNING
OF HIS NEXT PURSUIT.
HIS RELENTLESS DRIVE
STILL PUSHES US FORWARD TODAY



