



Audi

Corporate Responsibility Report

We live 
responsibility

Update 2015:
CR program and key figures







CR program: our goals and measures

The Audi CR program links our measures for responsible corporate management with our strategic goals. The corporate goal to ensure “sustainability of products and processes” points the way for our CR work. The degree of completion of each measure relates to the end of the 2015 calendar year.

■ 2014
■ 2015
□ pending

I Operations

| Goal | Measure | Date | Degree of completion |
|--|---|------------------------|----------------------|
| Improve reporting depth and increase transparency | Updating the reporting system from GRI standard G3.1 to GRI standard G4 | Continuous development | |
| Further develop the systematic stakeholder dialogue at national and international level | Developing dialogue formats for worldwide use | 2016 | ■■■■■ ■■■■ □ □ |
| Prevent corruption | Consulting and training in all company areas | Continuous development | |
| Implement key compliance topics in participations | In consultation with the management of the participations, employees from the respective company are provided with information on the Code of Conduct and anti-corruption | Continuous development | |
| Sensitization for and greater awareness of compliance topics | Continuation of internal compliance communication | Continuous development | |
| Sensitize employees to the subject of anti-trust law | On-site training sessions are conducted in all relevant areas of the Company | Continuous development | |
| Ratio of investments in property, plant and equipment within the long-term strategic target corridor of 5.0 to 5.5 % | Investments in expanding and updating the product portfolio and the engine range, in pioneering technologies, especially for meeting more stringent CO ₂ regulations, and in expanding worldwide production capacities | Continuous development | |
| Compliance with environmental and social standards in the value chain | Collaboration on defining suitable implementation regulations | 2015 | ■■■■■ ■■■■ □ |
| | Training for all procurement employees in order to maintain sustainability standards in supplier relationships | Continuous development | |
| Enhance the sales performance at all levels and thus increase the sales result at dealer and manufacturer | On-site consultation with specialist modules in all areas of the dealership for the German market: Sales, After Sales, Marketing, Finance and Management | 2018 | ■■■■■ ■■■■ ■ □ |






| Goal | Measure | Date | Degree of completion |
|--|---|------------------------|---|
| Reduce CO ₂ emissions from the Audi EU new car fleet by 27 %, compared with the base year 2012 | Reducing fuel consumption through the use of the modular efficiency platform | 2020 |  |
| Significantly reduce fuel consumption for every new vehicle as compared with the predecessor model | Expanding the range of Audi ultra models as the consumption leaders in all vehicle segments | 2016 |  |
| Expand the range of electric drive concepts offered under the e-tron umbrella brand | Production start of the Audi Q7 e-tron as a plug-in hybrid | 2015 |  |
| Expand the range to include CNG drive concepts under the g-tron umbrella brand | Developing further engines and vehicle concepts with CNG drive | 2017 |  |
| Develop and manufacture carbon-neutral fuels from renewable energy sources for reduction of greenhouse gas emissions | Developing and advancing synthetic liquid fuels under the Audi e-fuels umbrella brand (e-diesel and e-ethanol) | Continuous development | |
| | Market introduction of further Audi e-fuels | 2019 |  |
| | Extending strategic partnerships and cooperation agreements regarding the research and development of renewable energies | Continuous development | |
| | Integrating a CO ₂ capturing plant (capturing CO ₂ from the air) into a power-to-gas or power-to-liquid plant | 2017 |  |

I Product


| Goal | Measure | Date | Degree of completion |
|---|--|------------------------|----------------------|
| Conserve resources through new recycling concepts for closing material cycles | Developing a recycling concept for carbon-fiber reinforced polymers | 2015 | |
| | Developing second-life applications for high-voltage batteries | 2018 | |
| | Developing a recycling process for separating aluminum alloys | 2016 | |
| Reduce environmental impact across the entire life cycle as compared with the predecessor model | Preparing product-based life cycle assessments for new vehicle models; validation and certification of life cycle assessments; publication of the data | Continuous development | |
| Responsibility for the safety of customers and other road users | Availability of predictive safety systems across all classes | 2019 | |

I Environment



| Goal | Measure | Date | Degree of completion |
|---|--|------------------------|----------------------|
| Reduce waste for disposal, freshwater consumption, CO ₂ and VOC emissions as well as overall energy consumption at the production sites by 25 % per reference unit (base year 2010); within the scope of energy supply, a reduction target of 40 % per reference unit by 2020 (base year 2010) is in effect for the German sites for CO ₂ | Detailed planning and implementation of site-specific packages of measures for attainment of Group-wide reduction targets | 2018 | |
| Expand and develop measures for reducing freshwater consumption at national and international sites | Realization of water recycling through use of a membrane bioreactor at the Ingolstadt site; reduction target for freshwater requirements: 40 % | 2016 | |
| | Continuous investment in projects with the long-term goal of wastewater-free production in Mexico | 2016 | |
| Systematic energy conservation | Reducing total energy consumption by means of optimizations and replacement investments by 3 % as compared with the prior year through toolmaking measures | Continuous development | |

| Goal | Measure | Date | Degree of completion |
|---|--|------------------------|---|
| Promote employee qualification and training | Continuing dual study programs in cooperation with universities | Continuous development | |
| | Continuing the Audi employee scholarship | Continuous development | |
| Adapt training to future technologies | Introducing new apprenticeship vocations and programs | Continuous development | |
| Introducing new apprenticeship vocations and programs | Introducing standards for HR development at the international Audi companies | 2015 |  |
| Improve compatibility of working life and family | Developing measures to support employees in caring for family members | 2016 |  |
| | Introducing and implementing measures to support employees in caring for family members | 2016 |  |
| | Continuing the "Partner Support Program" for partners accompanying Audi employees on long-term foreign assignments | Continuous development | |
| Promote diversity and equality | Target quota of (around) 30% women among newly hired academics | Continuous development | |
| Company-wide coverage with management systems for occupational safety and health protection | Further development of an ergonomic evaluation system, in particular in the indirect area | 2015 |  |
| | Prevention program to strengthen mental health (including direct employees) | Continuous development | |
| | Continuation of voluntary check-ups for all AUDI AG employees | Continuous development | |
| | Establishment of health centers within the scope of site planning (e.g. Audi México) | 2016 |  |

I Employees

| Goal | Measure | Date | Degree of completion |
|--|--|------|---|
| Secure future workforce supply in commercial and technical areas | Permanent hiring of all AUDI AG apprentices, all graduates of the vocational training program with qualification for admission to a university of applied sciences and all graduates of the DHBW and StEP programs | | Continuous development |
| Improve the mobility of employees at the Ingolstadt and Neckarsulm sites | Increasing the number of employees using a job ticket | | Continuous development |
| | Setting up and introducing a car pooling platform for employees | 2015 |  |
| Increasing number of participants in internal and external AUDI AG training programs | Expanding the range of internal advancement programs and intensifying the individual consulting service | | Continuous development |
| Internationalization of vocational training | Continuation of dual vocational training at the Audi sites in Belgium, China, Mexico, Hungary and Italy | | Continuous development |

I Society

| Goal | Measure | Date | Degree of completion |
|---|---|------|---|
| Expand the corporate volunteering program and the Audi Volunteers initiative | Continuing corporate volunteering as part of the corporate strategy | | Continuous development |
| | Intensifying cooperation with volunteering agencies in the Ingolstadt region | | Continuous development |
| Develop and expand measures for shaping urban mobility of the future | Utilizing the results of research from the Audi Urban Future Awards 2014 for the Company and entering into development partnerships with cities (Urban Future Partnerships) | 2015 |  |
| Expand the scope of academic cooperation at international level | Extending cooperation with universities in Mexico and China | | Continuous development |
| Early support for children and young people in the areas of mathematics, information technology, natural sciences and technology (MINT) | Holding of five events by the MINTmacher initiative in cooperation with schools and daycare centers in the Ingolstadt region | 2016 |  |

Corporate responsibility in figures

Audi uses key figures to make its sustainability activities measurable and present them in a transparent way. The following tables contain an extract of important key figures relating to our CR core themes. The figures for the years 2013 to 2015 apply to the calendar year and refer to the Audi Group. If key figures refer to individual Audi Group companies only, this is specified accordingly. Figures are rounded up or down, which may result in slight deviations from the totals stated.

✓ Key figure adopted from the audited 2015 Annual Report of the Audi Group

✓ Key figure verified in the course of auditing the 2015 sustainability data of AUDI AG

I Operations

| | Unit | 2013 | 2014 | 2015 |
|---------------------------------------|-------------|--------|--------|---------------------|
| Revenue ✓ | EUR million | 49,880 | 53,787 | 58,420 |
| Operating profit ✓ | EUR million | 5,030 | 5,150 | 4,836 |
| Profit before tax ✓ | EUR million | 5,323 | 5,991 | 5,284 |
| Profit after tax ✓ | EUR million | 4,014 | 4,428 | 4,297 |
| Operating return on sales ✓ | Percent | 10.1 | 9.6 | 8.3 |
| Return on investment (ROI) ✓ | Percent | 26.4 | 23.2 | 19.4 |
| Ratio of capex ¹⁾ ✓ | Percent | 4.8 | 5.5 | 6.0 |
| Total capital investments ✓ | EUR million | 3,680 | 4,500 | 5,700 |
| Research and development activities ✓ | EUR million | 3,966 | 4,316 | 4,240 |
| Net cash flow ✓ | EUR million | 3,189 | 2,970 | 1,627 ²⁾ |

I Product

| | Unit | 2013 | 2014 | 2015 |
|-----------------------------------|--------------------|-----------|-----------|-----------|
| Production | | | | |
| ▶ Automotive segment ✓ | Cars ³⁾ | 1,608,048 | 1,804,624 | 1,830,334 |
| | Engines | 1,926,724 | 1,974,846 | 2,023,618 |
| ▶ Motorcycles segment ✓ | Motorcycles | 45,018 | 45,339 | 55,551 |
| Deliveries to customers | | | | |
| ▶ Automotive segment ✓ | Cars | 1,751,007 | 1,933,517 | 2,024,881 |
| ▶ Audi brand ⁴⁾ ✓ | Cars | 1,575,480 | 1,741,129 | 1,803,246 |
| ▶ Lamborghini brand ✓ | Cars | 2,121 | 2,530 | 3,245 |
| ▶ Other Volkswagen Group brands ✓ | Cars | 173,406 | 189,858 | 218,390 |
| ▶ Motorcycles segment ✓ | Motorcycles | 44,287 | 45,117 | 54,809 |
| ▶ Ducati brand ✓ | Motorcycles | 44,287 | 45,117 | 54,809 |

¹⁾ Investments in property, plant and equipment, investment property and other intangible assets (without capitalized development costs) according to the Cash Flow Statement in relation to revenue.

²⁾ Taking into account the participation in There Holding B.V., Rijnswijk (Netherlands), in connection with the HERE transaction.

³⁾ Including vehicles built in China by the associated company FAW-Volkswagen Automotive Company, Ltd., Changchun (China).

⁴⁾ Including delivered vehicles built locally by the associated company FAW-Volkswagen Automotive Company, Ltd., Changchun (China).

I Product

| | Unit | 2013 | 2014 | 2015 |
|--|---------|------|------|-------------------|
| Product-related CO₂ emissions/consumption⁵⁾ | | | | |
| CO ₂ emissions of the European fleet (EU28) ✓ | g/km | 134 | 131 | 125 ⁶⁾ |
| Fleet consumption, China (FBU) ✓ | l/100km | 8.9 | 8.6 | 8.2 |
| Number of Audi models ≤ 140 g CO ₂ /km ⁷⁾ ✓ | Cars | 150 | 205 | 188 |
| Number of Audi models ≤ 120 g CO ₂ /km ⁷⁾ ✓ | Cars | 63 | 94 | 114 |
| Number of Audi models ≤ 100 g CO ₂ /km ⁷⁾ ✓ | Cars | 11 | 15 | 24 |

I Environment⁸⁾

| | Unit | 2013 | 2014 | 2015 |
|---|----------|-----------|-----------|-----------|
| Energy | | | | |
| Total energy consumption ⁹⁾ ✓ | MWh | 2,621,068 | 2,543,352 | 2,707,324 |
| Automotive production (incl. components) ✓ | MWh | 2,602,997 | 2,527,825 | 2,690,147 |
| | MWh/veh. | 2.57 | 2.32 | 2.42 |
| ▶ from renewable energy sources ✓ | MWh | 875,478 | 955,276 | 985,268 |
| Automotive production (incl. components) ✓ | MWh | 875,478 | 955,276 | 985,268 |
| | MWh/veh. | 0.87 | 0.88 | 0.89 |
| ▶ Electricity ✓ | MWh | 1,459,401 | 1,520,710 | 1,583,466 |
| Automotive production (incl. components) ✓ | MWh | 1,448,355 | 1,509,672 | 1,572,292 |
| | MWh/veh. | 1.43 | 1.38 | 1.41 |
| ▶ Natural gas ✓ | MWh | 901,033 | 817,440 | 900,545 |
| Automotive production (incl. components) ✓ | MWh | 894,008 | 812,951 | 894,758 |
| | MWh/veh. | 0.88 | 0.75 | 0.80 |
| ▶ Heating oil ✓ | MWh | 2,016 | 5,079 | 6,142 |
| Automotive production (incl. components) ✓ | MWh | 2,016 | 5,079 | 6,142 |
| | MWh/veh. | 0.002 | 0.005 | 0.006 |
| ▶ Heating production (incl. district heating) ✓ | MWh | 829,500 | 703,595 | 764,178 |
| Automotive production (incl. components) ✓ | MWh | 822,475 | 699,106 | 758,176 |
| | MWh/veh. | 0.81 | 0.64 | 0.68 |
| ▶ of which district heating ✓ | MWh | 403,271 | 385,047 | 345,537 |
| Automotive production (incl. components) ✓ | MWh | 403,271 | 385,047 | 345,537 |
| | MWh/veh. | 0.40 | 0.35 | 0.31 |
| ▶ Combustion gases for production processes ✓ | MWh | 322,121 | 319,047 | 359,679 |
| Automotive production (incl. components) | MWh | 322,121 | 319,047 | 359,679 |
| | MWh/veh. | 0.32 | 0.29 | 0.32 |
| ▶ Refrigeration (externally sourced) ✓ | MWh | 10,046 | 0 | 0 |
| Automotive production (incl. components) ✓ | MWh | 10,046 | 0 | 0 |
| | MWh/veh. | 0.01 | 0 | 0 |

5) Based on regulation UN ECE R83/101 for the measurement of CO₂ emissions and fuel consumption. The CO₂ and fuel consumption figures specified are not affected by the diesel issue.

6) According to provisional calculations, the average CO₂ emissions of new vehicles sold in the European Union (EU 28) in 2015 was around 125 g/km.

7) All data apply to features of the German market (in each case year-end position).

8) All key figures refer to the Ingolstadt, Neckarsulm, Brussels, Győr, Sant'Agata Bolognese and Bologna plants; since 2014 including component manufacturing in Münchsmünster; 2015 figures are provisional.

9) Total energy consumption: This figure is made up of electricity and heat consumption as well as the use of fuel gases for production processes and externally supplied refrigeration at the plants.

| | Unit | 2013 | 2014 | 2015 |
|--|----------------------|-----------|-----------|-----------------------|
| Emissions | | | | |
| Total CO ₂ emitted ✓ | t | 633,354 | 643,866 | 651,694 |
| Automotive production (incl. components) ✓ | t | 626,593 | 637,666 | 645,130 |
| | kg/veh. | 619.17 | 584.42 | 580.10 |
| ▶ Direct CO ₂ emissions ¹⁰⁾ ✓ | t | 210,749 | 199,584 | 220,306 |
| Automotive production (incl. components) ✓ | t | 209,059 | 198,165 | 217,802 |
| | kg/veh. | 206.58 | 181.62 | 195.85 |
| ▶ Indirect CO ₂ emissions ✓ | t | 422,605 | 444,283 | 431,387 |
| Automotive production (incl. components) ✓ | t | 417,534 | 439,502 | 427,328 |
| | kg/veh. | 412.59 | 402.80 | 384.25 |
| VOC emissions ¹¹⁾ ✓ | t | 2,041 | 1,959 | 1,774 |
| Automotive production (incl. components) ✓ | t | 2,041 | 1,959 | 1,774 |
| | kg/veh. | 2.02 | 1.75 | 1.59 |
| Direct NO _x emissions ¹²⁾ ✓ | t | 184 | 187 | 194 |
| Automotive production (incl. components) ✓ | t | 182 | 184 | 191 |
| | kg/veh. | 0.18 | 0.17 | 0.17 |
| CO ₂ reductions in logistics ¹³⁾ ✓ | tCO ₂ (e) | 11,086 | 11,443 | 12,502 ¹⁴⁾ |
| Water | | | | |
| Total freshwater consumption ✓ | m ³ | 3,702,249 | 3,867,569 | 4,044,587 |
| Automotive production (incl. components) ✓ | m ³ | 3,645,971 | 3,815,661 | 3,995,579 |
| | m ³ /veh. | 3.60 | 3.50 | 3.59 |
| ▶ Freshwater consumption, internal catchment ✓ | m ³ | 1,735,291 | 1,989,956 | 1,988,622 |
| Automotive production (incl. components) ✓ | m ³ | 1,702,520 | 1,958,937 | 1,959,817 |
| | m ³ /veh. | 1.68 | 1.80 | 1.76 |
| Rainwater ✓ | m ³ | 216,013 | 196,683 | 168,666 |
| Surface water from lakes, rivers, oceans ✓ | m ³ | 862,033 | 791,850 | 841,697 |
| Groundwater ✓ | m ³ | 624,474 | 970,404 | 949,454 |
| ▶ Freshwater consumption, externally sourced ✓ | m ³ | 1,966,959 | 1,877,614 | 2,055,965 |
| Automotive production (incl. components) ✓ | m ³ | 1,943,452 | 1,856,725 | 2,035,762 |
| | m ³ /veh. | 1.92 | 1.70 | 1.83 |
| Volume of wastewater ✓ | m ³ | 2,431,220 | 2,624,488 | 2,695,054 |
| Automotive production (incl. components) ✓ | m ³ | 2,415,046 | 2,605,858 | 2,677,563 |
| | m ³ /veh. | 2.39 | 2.39 | 2.41 |
| Wastewater load ¹⁵⁾ | | | | |
| ▶ Chemical oxygen demand ✓ | kg | 911,609 | 956,916 | 1,010,237 |
| ▶ Total phosphorous content as phosphorous (P) ✓ | kg | 15,258 | 11,898 | 12,858 |
| ▶ Total nitrogen as nitrogen (N) ✓ | kg | 61,472 | 37,763 | 61,411 |
| ▶ Zinc ✓ | kg | 486 | 326 | 619 |

10) Direct CO₂ emissions: This figure is made up of CO₂ emissions generated by the use of fuel at the plants, and CO₂ emissions produced by the operation of test rigs.

11) VOC emissions (volatile organic compounds): This figure is made up of emissions from the paint shops, test rigs and other facilities.

12) Direct NO_x emissions: This figure comprises NO_x emissions generated by the boiler houses at the plants, paint shops and by the operation of test rigs.

13) Transportation of cars from Ingolstadt to Emden, the port of loading on the North Sea coast, by CO₂-free rail freight; since October 2012 also from Neckarsulm.

14) Specified in tCO₂e since 2015.

15) Direct discharge: Münchsmünster production site; indirect discharge: Ingolstadt, Neckarsulm, Brussels, Győr, Sant'Agata Bolognese, Bologna and Münchsmünster plants.

| | Unit | 2013 | 2014 | 2015 |
|--|---------|---------|---------|----------------|
| Waste¹⁶⁾ | | | | |
| Total volume of waste (excluding scrap) ✓ | t | 78,815 | 82,285 | 87,872 |
| Automotive production (incl. components) ✓ | t | 77,830 | 81,415 | 86,840 |
| | kg/veh. | 76.91 | 74.62 | 78.09 |
| ▶ Recyclable waste ✓ | t | 65,274 | 68,279 | 73,775 |
| Automotive production (incl. components) ✓ | t | 64,428 | 67,513 | 72,857 |
| | kg/veh. | 63.67 | 61.88 | 65.51 |
| ▶ Other recyclable waste ✓ | t | 35,837 | 36,012 | 41,543 |
| Automotive production (incl. components) ✓ | t | 35,098 | 35,323 | 40,694 |
| | kg/veh. | 34.68 | 32.37 | 36.59 |
| ▶ Hazardous recyclable waste ✓ | t | 28,477 | 30,325 | 30,983 |
| Automotive production (incl. components) ✓ | t | 28,435 | 30,290 | 30,946 |
| | kg/veh. | 28.10 | 27.76 | 27.83 |
| ▶ Non-production-specific recyclable waste ✓ | t | 960 | 1,941 | 1,249 |
| Automotive production (incl. components) ✓ | t | 895 | 1,900 | 1,217 |
| | kg/veh. | 0.88 | 1.74 | 1.09 |
| ▶ Disposable waste ✓ | t | 13,540 | 14,006 | 14,097 |
| Automotive production (incl. components) ✓ | t | 13,402 | 13,902 | 13,983 |
| | kg/veh. | 13.24 | 12.74 | 12.57 |
| ▶ Other disposable waste ✓ | t | 230 | 322 | 1,039 |
| Automotive production (incl. components) ✓ | t | 190 | 270 | 989 |
| | kg/veh. | 0.19 | 0.25 | 0.89 |
| ▶ Hazardous disposable waste ✓ | t | 12,672 | 13,276 | 12,235 |
| Automotive production (incl. components) ✓ | t | 12,585 | 13,258 | 12,174 |
| | kg/veh. | 12.44 | 12.15 | 10.95 |
| ▶ Non-production-specific disposable waste ✓ | t | 638 | 408 | 823 |
| Automotive production (incl. components) ✓ | t | 628 | 374 | 821 |
| | kg/veh. | 0.62 | 0.34 | 0.74 |
| Metallic waste (scrap) ✓ | t | 332,294 | 345,855 | 353,741 |
| Automotive production (incl. components) ✓ | t | 331,789 | 345,253 | 353,262 |
| | kg/veh. | 327.86 | 316.42 | 317.65 |

¹⁶⁾ Our German plants participate in the statutory electronic verification procedure for waste management (eANV). Hazardous waste is stored separately from non-hazardous waste. The recycling and disposal of hazardous waste is monitored by the eANV. Key figures include non-production-specific waste.

| | Unit | 2013 | 2014 | 2015 |
|--|---------|--------|--------|---------------|
| Workforce, Audi Group ✓ | Total | 71,781 | 77,247 | 82,838 |
| Domestic companies ✓ | Total | 50,891 | 53,848 | 57,191 |
| ▶ AUDI AG ✓ | Total | 49,239 | 52,132 | 56,058 |
| Foreign companies ✓ | Total | 18,185 | 20,619 | 22,775 |
| ▶ AUDI BRUSSELS S.A./N.V. ✓ | Total | 2,547 | 2,532 | 2,520 |
| ▶ AUDI HUNGARIA MOTOR Kft. ✓ | Total | 9,683 | 10,954 | 11,367 |
| ▶ AUDI MÉXICO S.A. de C.V. ✓ | Total | 78 | 879 | 2,006 |
| ▶ Automobili Lamborghini S.p.A. ✓ | Total | 966 | 1,058 | 1,146 |
| ▶ Ducati Motor Holding S.p.A. ✓ | Total | 1,033 | 1,088 | 1,168 |
| Apprentices ✓ | Total | 2,363 | 2,421 | 2,486 |
| Average age, Audi Group ✓ | Years | 40.4 | 40.4 | 40.3 |
| Age structure, AUDI AG | | | | |
| ▶ < 30 years ✓ | Percent | 17.9 | 19.5 | 19.9 |
| ▶ 30 to 50 years ✓ | Percent | 58.0 | 56.3 | 55.3 |
| ▶ > 50 years ✓ | Percent | 24.2 | 24.2 | 24.8 |
| Average length of service, AUDI AG ✓ | Years | 17.2 | 16.6 | 16.1 |
| Fluctuation rate ✓ | Percent | 0.4 | 0.5 | 0.5 |
| Proportion of women, Audi Group ✓ | Percent | 13.9 | 14.0 | 14.3 |
| Proportion of women, AUDI AG ✓ | Percent | 14.1 | 14.2 | 14.8 |
| Proportion of women, AUDI BRUSSELS S.A./N.V. ✓ | Percent | 5.7 | 5.9 | 6.1 |
| Proportion of women, AUDI HUNGARIA MOTOR Kft. ✓ | Percent | 9.6 | 10.1 | 10.8 |
| Proportion of women, Automobili Lamborghini S.p.A. ✓ | Percent | 19.8 | 19.3 | 19.6 |
| Proportion of women, Ducati Motor Holding S.p.A. ✓ | Percent | 18.8 | 18.6 | 18.5 |
| Proportion of women apprentices, AUDI AG ✓ | Percent | 25.2 | 26.9 | 28.1 |
| ▶ Industrial apprentices ✓ | Prozent | 22.1 | 23.3 | 24.6 |
| ▶ Clerical apprentices ✓ | Percent | 79.4 | 81.7 | 81.2 |
| Proportion of women in management, AUDI AG ✓ | Percent | 8.0 | 8.3 | 8.9 |

17) The employee figures are annual averages.

I Employees ¹⁷⁾

| | Unit | 2013 | 2014 | 2015 |
|--|-------------|-------|-------|--------------|
| Other structural data, AUDI AG | | | | |
| Proportion of academics ¹⁸⁾ ✓ | Percent | 43.9 | 46.6 | 48.0 |
| Proportion of foreign nationals ✓ | Percent | 8.0 | 8.3 | 8.3 |
| Proportion of people with severe disabilities ✓ | Percent | 6.1 | 6.0 | 5.8 |
| Contracts to workshops for people with mental disabilities ✓ | EUR million | 6.5 | 6.6 | 6.8 |
| Frequency of accidents ¹⁹⁾ ✓ | — | 2.9 | 3.1 | 3.9 |
| Attendance rate ²⁰⁾ ✓ | Percent | 96.3 | 96.3 | 96.0 |
| Audi Ideas Program (AUDI AG) | | | | |
| Savings ✓ | EUR million | 65.6 | 67.5 | 84.1 |
| Implementation quota ✓ | Percent | 57.6 | 56.9 | 57.0 |
| Audi profit share per employee ²¹⁾ ✓ | EUR | 6,900 | 6,540 | 5,420 |

I Society

| | Unit | 2013 | 2014 | 2015 |
|---|------|-----------|------------|-------------------|
| Employee donations ²²⁾ ✓ | EUR | 1,074,000 | 1,160,000 | 1,226,000 |
| Expenditure on corporate citizenship ²³⁾ ✓ | EUR | — | 19,500,000 | 22,939,000 |

18) With respect to indirect employees.

19) The accident frequency figure indicates how many industrial accidents involving one or more days' work lost occur per million hours worked.

20) The attendance rate is calculated using the formula $100 - (\text{sick days}/\text{payment-relevant days}) * 100$.

21) Bonus paid in the following year; average figure for pay-scale employees at AUDI AG.

22) Christmas donation (topped up by the Company) and Spare Cents donation; initiated by the Works Council. Donations are collected throughout the fiscal year, the complete amount may also be paid out in the following year.

23) Key figure recorded since 2014. Includes all expenditures in the areas of education, science and socially relevant projects; including donations; not including sponsorship and research.

Independent Practitioner's Limited Assurance Report

To AUDI AG, Ingolstadt

We have been engaged to perform a limited assurance engagement on the sustainability information marked with "✓" in the interim reporting of sustainability information (hereafter the "Interim Report") of AUDI AG, Ingolstadt (hereafter the "Company") for the business year from January 1st, to December 31st, 2015.¹

Management's Responsibility

Company's Management is responsible for the preparation and presentation of the Interim Report in accordance with the relevant criteria regarding the scope of our review (completeness, clarity, accuracy, timeliness, comparability and reliability), as set out in the G4 Sustainability Reporting Guidelines of the Global Reporting Initiative (GRI) (hereafter the "relevant Criteria") and for the selection of the information to be assessed.

This responsibility includes the selection and application of appropriate methods to prepare the Interim Report as well as the use of assumptions and estimates for individual sustainability disclosures which are reasonable in the present circumstances. Furthermore, the responsibility includes designing, implementing and maintaining systems and processes relevant for the preparation of the Interim Report, which is free of material misstatements due to intentional or unintentional errors.

Audit Firm's Independence and Quality Control

We have complied with the German professional provisions regarding independence as well as other ethical requirements.

The audit firm applies the national legal requirements and professional standards – in particular the Professional Code for German Public Auditors and German Chartered Auditors ("Berufssatzung für Wirtschaftsprüfer und vereidigte Buchprüfer": "BS WP/vBP") as well as the joint opinion of the Wirtschaftsprüferkammer (Chamber of German Public Auditors; WPK) and the Institut der Wirtschaftsprüfer (Institute of Public Auditors in Germany; IDW): Requirements to quality control for audit firms ("Gemeinsamen Stellungnahme der WPK und des IDW: Anforderungen an die Qualitätssicherung in der Wirtschaftsprüferpraxis": "VO 1/2006") – and accordingly maintains a comprehensive system of quality control including documented policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

Practitioner's Responsibility

Our responsibility is to express an opinion on the sustainability information marked with "✓" in the Interim Report based on our work performed.

We conducted our work in accordance with the International Standard on Assurance Engagements (ISAE) 3000 (Revised): "Assurance Engagements other than Audits or Reviews of Historical Financial Information" published by IAASB. This Standard requires that we plan and perform the assurance engagement to obtain limited assurance whether any matters have come to our attention that cause us to believe that the sustainability information marked with "✓" in the Interim Report has not been prepared, in all material respects, in accordance with the relevant Criteria.

In a limited assurance engagement the evidence-gathering procedures are more limited than for a reasonable assurance engagement and therefore significantly less assurance is obtained than in a reasonable assurance engagement. The procedures selected depend on the practitioner's judgement. This includes the assessment of the risks of material misstatements of the sustainability information marked with "✓" in the Interim Report with regard to the relevant Criteria.

Within the scope of our work we performed amongst others the following procedures:

- ▶ Inquiries of personnel at the corporate head office and at the production site in Ingolstadt in charge of the data collection and consolidation of sustainability information regarding the underlying internal control system and selected information in the Interim Report
- ▶ Inspection of supplemental documents and supporting systems
- ▶ Analytical procedures on selected sustainability information of the Interim Report
- ▶ Comparison of selected sustainability information with corresponding data in the consolidated financial statements and in the group management report
- ▶ Assessment of the presentation of selected sustainability information in the Interim Report regarding the sustainability performance
- ▶ Inquiries of personnel involved in the preparation of information in the Interim Report concerning fleet emissions and fuel consumption as well as comparison of selected information on fleet emissions and fuel consumption with the official documents of the certification authorities

Conclusion

Based on our limited assurance engagement, nothing has come to our attention that causes us to believe that the sustainability information marked with "✓" in the Interim Report of the Company for the period from January 1st to December 31st, 2015 has not been prepared, in all material respects, in accordance with the relevant Criteria.

Additional Notice – Interim Reporting

Without qualifying our opinion, we draw attention to the fact that as pointed out by AUDI AG in the printed version of the Interim Report, the Interim Report does not represent a complete sustainability reporting in accordance with the G4 Sustainability Reporting Guidelines of the Global Reporting Initiative. The Interim Report is essentially the update of last year's key performance indicators. Against the backdrop of the diesel emissions issue it would have been required for a complete sustainability reporting, as envisaged in the reporting year 2016, to adequately consider the diesel emissions issue on the basis of an updated materiality analysis.

Restriction on Use and Distribution

We issue this report on the basis of the engagement agreed with AUDI AG. The review has been performed for purposes of AUDI AG and is merely intended to inform AUDI AG about the results of the review. The report is not intended for any third parties to base any (financial) decision thereon. Our responsibility pertains solely towards the AUDI AG. We do not assume any responsibility towards third parties.

Frankfurt, April 15, 2016

PricewaterhouseCoopers
Aktiengesellschaft
Wirtschaftsprüfungsgesellschaft



Michael Conrad ppa. Heike Richter
Wirtschaftsprüfer

¹ Our assurance engagement applies to the German version of the Interim Report.

AUDI AG

85045 Ingolstadt

Germany

Phone +49 841 89-0

Fax +49 841 89-32524

email zentrale@audi.de

www.audi.com

Prof. Dr.-Ing. Peter F. Tropschuh

Head of Corporate Responsibility

I/GX

email cr@audi.de

www.audi.com/cr