

ESG ANNUAL REPORT 2025





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MESSAGE FROM THE CEO

The 2025 season marked another milestone year for MotoGP™, both on and off the track. With the delivery of the largest calendar in the history of the Championship, **spanning 22 Grand Prix across 18 countries and five continents**, our events continued to grow in scale, reach and relevance, welcoming record-breaking attendance and reinforcing MotoGP's position as one of the world's leading global sports properties.

During the year, the acquisition of MotoGP Group by *Liberty Media* was formally completed opening a new chapter for the Group. This milestone reinforces our long-term ambition to continue growing MotoGP™ globally while preserving the values, identity and unique character of our sport.

Within this broader context, **sustainability remains a central pillar of how we design, deliver and evolve our Championships**. Throughout the 2025 season, we continued to advance our Racing for the Future programme, redefining the strategic framework to embed a more cross-functional approach across the organisation, strengthen collaboration with all stakeholders and deliver increasingly tangible actions and measurable objectives over time.

A key focus during the year has been the continued collaboration with circuits and local partners across the calendar. Together, we have implemented a wide range of initiatives adapted to local contexts, spanning areas such as sustainable mobility, energy efficiency, circular economy, inclusion, accessibility, education and community engagement.

The examples presented in this report reflect a growing level of maturity and collaboration across the Championship ecosystem.

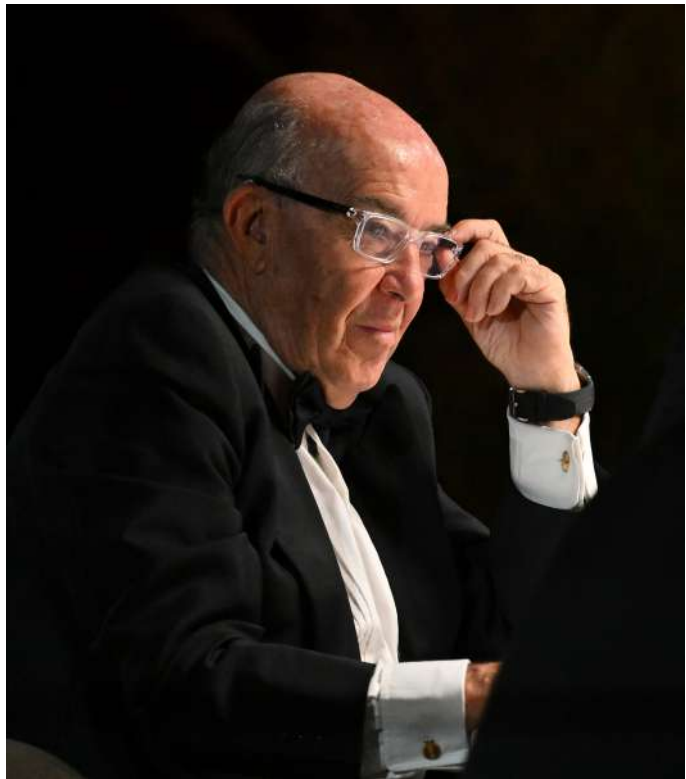
As we advance our roadmap to implement 100% sustainable fuel across all MotoGP by 2027, at a corporate level, we have also established, in 2025, a decarbonization plan aimed at reducing our Scope 1 and Scope 2 emission by 50%.

None of this progress would be possible without the dedication, professionalism and collaboration of everyone involved in our Championships. I would like to thank our employees, riders, fans,

teams, circuits, promoters, *broadcasters*, sponsors and our wider community of stakeholders for their continued commitment and support.

As we look ahead, we remain focused on building a sport that delivers excitement, innovation and long-term value for fans, communities and stakeholders alike, ensuring that MotoGP™ continues to grow responsibly and sustainably in the years to come.

Thank you for being part of this journey.



Carmelo Ezpeleta
CEO MotoGP Group

1. INTRODUCTION







1.1. SCOPE OF THE REPORT

Libertad Especia S.L.U and its subsidiaries (hereinafter, "MotoGP Sports Entertainment Group", the "MotoGP Group" or the "Group") hereby issue our Non-Financial Information Statement (NFS), which is part of the Consolidated Directors' Report enclosed in the Group's Consolidated Financial Statements, pursuant to the provisions of Act 11/2018, of 28 December, relating to non-financial reporting and diversity.

For the purposes of this report, following the changes in shareholding structure resulting from the inclusion of *Liberty Media* as a shareholder on 1 July 2025, a complete report has been drawn up for the period spanning from 1 January to 31 December 2025. This decision ensures that the information shown in the report is consistent, continuous, comparable and comprehensive, accurately reflecting the Group's circumstances throughout the year.

The primary aim of this Sustainability Report is to provide a clear, transparent, detailed vision of how the Group's non-financial assets are managed while, at the same time, highlighting our capacity to generate value in the short, medium and long term. This report reflects our commitment to sustainability, social responsibility and corporate governance, the principles that guide our strategic and operational decisions to create a positive impact in society and our communities. Through this Sustainability Report, we strive to show our dedication to generating shared value and promoting ethical, inclusive and environmentally friendly business practices.

To identify the material impacts of our activities, we conducted a materiality assessment in 2021¹, aligned with the recommendations set out in the GRI (Global Reporting Initiative) standards. The Group has chosen these standards as the reference framework for preparing this Non-Financial Information Report, as stipulated in the aforementioned Act 11/2018.

Our materiality assessment involved a detailed review of secondary sources and internal documents, which allowed us to draw up an initial inventory of topics that are relevant to the Group. Subsequently, this preliminary inventory was corroborated and expanded as a result of 12 interviews with representatives of a wide range of both internal and external stakeholders. For further information about the importance of the aspects identified, we also conducted a survey to help us evaluate the relevance of the topics identified for each of these stakeholders.

It should be noted that the materiality table below is periodically updated, adding information gathered in surveys conducted among our fans, circuits, teams, suppliers and customers. Thanks to this consultation and validation process, we have prioritised the material topics identified according to their impact and strategic relevance for the Group. The top priority topics are as follows:

MATERIAL TOPICS	PRIORITY	SCOPE	CATEGORY
Safety throughout the value chain	ESSENTIAL	INTERNAL/EXTERNAL	SOCIAL
Occupational health and safety	ESSENTIAL	INTERNAL/EXTERNAL	SOCIAL
Promoting sport and related values	ESSENTIAL	INTERNAL/EXTERNAL	SOCIAL
Having a consistently exciting customer experience, adapted to their evolving interests	ESSENTIAL	INTERNAL/EXTERNAL	ECONOMIC
Combat climate change and the pollution associated with events	ESSENTIAL	INTERNAL/EXTERNAL	ENVIRONMENTAL
Ethical and transparent management	ESSENTIAL	INTERNAL	ECONOMIC
Diverse, satisfying work environments	ESSENTIAL	INTERNAL	SOCIAL
Long-term business growth	VERY IMPORTANT	INTERNAL/EXTERNAL	ECONOMIC
Engagement in the community's progress	VERY IMPORTANT	INTERNAL/EXTERNAL	SOCIAL
Stakeholder trust and meeting their expectations	RELEVANT	INTERNAL/EXTERNAL	SOCIAL
Philanthropy aligned to corporate values	RELEVANT	INTERNAL/EXTERNAL	SOCIAL

¹In 2025, a new materiality assessment was conducted in accordance with the double materiality principles set out in Directive (EU) 2022/2464 (CSRD) and the European Sustainability Reporting Standards (ESRS). However, as this regulatory framework is not applicable to MotoGP Group for the 2025 financial year, the present Non-Financial Information Statement continues to be based, for material purposes, on the materiality assessment carried out in 2021, in line with Spanish Law 11/2018. The 2025 materiality assessment has a preparatory and forward-looking nature and will serve as the foundation for the future adaptation of the reporting framework once the applicable regulatory requirements enter into force.

2. LOOKING TOWARD THE FUTURE

Our goal is to lead the **sustainable transformation** of motorcycle racing, facing the future with innovation and responsibility.



► Global reach of MotoGP®: 22 Grand Prix held in 18 countries on 5 continents during the 2025 season.

► WorldSBK: 12 events held in 8 countries on 2 continents

► Consolidation of the FIM Women's Circuit Racing V Championship (WorldV) 6 events in 6 countries in second season



1
World
CR):
its



Fan experience development through new interactive formats and live events such as live presentations of MotoGP™ teams



More than 50% of the audience under the age of 35 (5th year in a row)



Record attendance for MotoGP™, with 3.6 million fans in the circuits during the 2025 season



2.1. BUSINESS MODEL

2.1.1. MOTOGP GROUP'S PROFILE

Established in 1988, Dorna Sports, S.L. took over the organisation of the *FIM Grand Prix World Championship* (MotoGP™) in 1991, subsequently gaining exclusive commercial and television broadcasting rights. Following its integration with *Liberty Media Corp.* in 2025, the company was renamed MotoGP Sports Entertainment Group, S.L.

This partnership further strengthens its position and capabilities in the global sporting sector.

MotoGP Group's headquarters are in Madrid, Spain and it also has offices in Barcelona.

MotoGP Group is a leader in the management and operation of large-scale motorsport events, particularly when it comes to the development and innovative use of audiovisual contents. As part of its evolution, it integrated the *MOTUL FIM Superbike World Championship (WorldSBK)* in 2012 by creating the subsidiary *MotoGP Group WSBK Organisation S.R.L.*, based in Rome.

Over the years, the Group has experienced sustained growth, expanding its activities to include other motorcycle racing championships. MotoGP Group is currently the exclusive organiser of competitions such as the *FIM MotoJunior World Championship*², *Idemitsu Moto4 Asia Cup*³, the *Moto4 Northern Cup* and the *FIM MotoE™ World Championship*⁴.

One of MotoGP Group's main goals is to develop young talent and promote equal opportunities. To this end, it continues to act as the co-organiser of the *Red Bull MotoGP™ Rookies Cup*, a task performed

ever since the event began in 2007, also managing the *R&G Moto4 British Cup* since its consolidation as the only Moto4™ category in Britain. Its most recent collaboration includes the *FIM MotoMini World Series* launched in 2021 in conjunction with the International Motorcycling Federation (FIM), which has become a new means of entry into the *Road to MotoGP™* programme.

The *FIM Women's Circuit Racing World Championship (WorldWCR)* was introduced in 2023 as a trailblazing championship aimed exclusively at women, designed to increase their numbers and facilitate female access to motorcycle racing. During the 2025 season, this championship was held at six different circuits, ultimately coming down to the final lap of the very last race.

With the recent change in shareholders and its inclusion in *Liberty Media*, MotoGP Group strives to continue driving the development and growth of motorcycle racing, generating synergies between the different championships and promoting both the events themselves and the development of new riders, manufacturers and brands. This approach will help to build a solid foundation for long-term growth of the sport. In this regard, the organisation remains committed to staying at the forefront of the sports industry, contributing to its sustained development and setting new standards in the field of sports entertainment.

The Group divides its activities into three main business areas: organiser rights, event and content broadcasting rights and sponsorship and advertising.

²Formerly, the *FIM JuniorGP™ World Championship*.

³Formerly, the *Asia Talent Cup*.

⁴Formerly, the *FIM Enel MotoE™ World Championship*.



ORGANISER RIGHTS

Event promoters generate revenue from organiser rights by entering into agreements with MotoGP Group to host and hold MotoGP™ or WorldSBK competitions. In turn, the promoters earn revenue from ticket sales and other services aimed at spectators and fans. As a result, these events have both direct and indirect economic impacts on the host regions and provide global media exposure thanks to extensive coverage of the championships.

Both MotoGP™ and WorldSBK have strong track records as highly profitable, internationally attractive events. Numerous countries aspire to host a MotoGP™ Grand Prix to enhance their visibility worldwide and benefit from the significant economic impact linked to the organisation of this type of events.



EVENT AND CONTENT BROADCASTING RIGHTS

MotoGP Group sells the rights to broadcast its championships to broadcasters around the world, offering both live broadcasting and other audiovisual contents to ensure continuous coverage of the competitions. The company also produces documentaries focused on highlighting the relevance and prospects of motorcycle racing and its athletes from diverse perspectives.

The strategic management of proprietary digital channels has become an increasingly important source of revenue for MotoGP Group. These channels, which include official websites, mobile applications and social media, enable the company to post exclusive contents related to the diverse championships, thus helping to attract and generate loyalty from a global audience.



SPONSORSHIPS AND ADVERTISING

The Group's commercial revenue stems from several lines of business, focusing mainly on sponsorship and the monetisation of associated competitions, products and services. Among the main activities carried out, the following stand out:

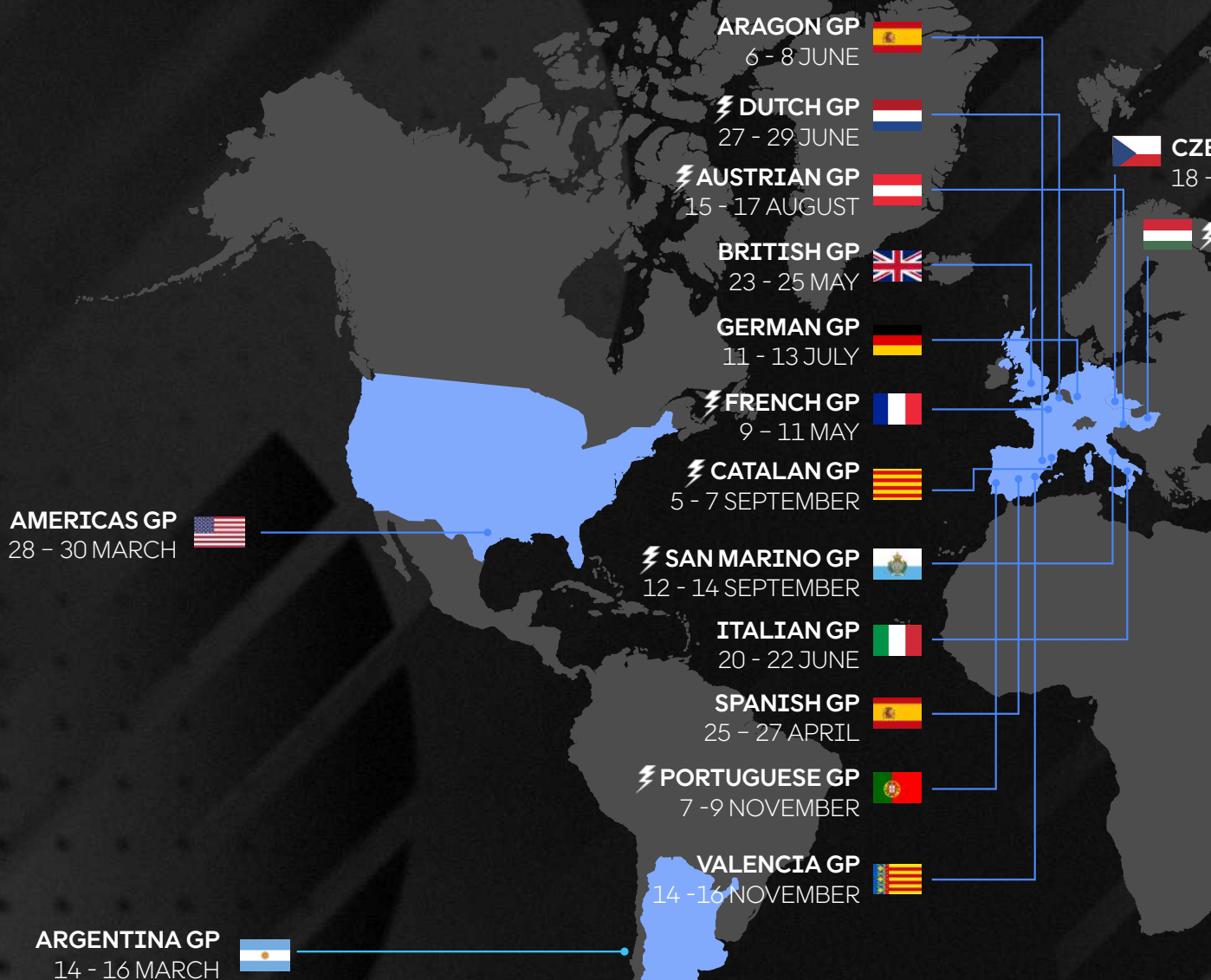
- **Advertising at the circuits:** management of strategic advertising spaces located around the track.
- **VIP experiences:** sales of tickets and exclusive services in *premium* spaces during the events.
- **Merchandising:** licensing and selling products related to the competitions.
- **Fan engagement:** developing strategies and platforms aimed at connecting with current followers and new fans and generating loyalty through interactive experiences and exclusive contents related to the sport and its main figures.

In addition, the Group also has the **AD-Time** business line, an innovative advertising system based on LED panels and rotating devices used extensively at sporting events. This division engages in the design, manufacturing, sale and rental of these systems for stadiums around the world, offering customers a comprehensive service tailored to their specific needs.

A GLOBAL SPORT

5 CONTINENTS

18 COUNTRIES



ITALY
MOTOR VALLEY
AND EMILIA-ROMAGNA
19 - 21 APRIL

PORTUGAL
CIRCUITO DO ESTORIL
3 - 5 MAY

SPAIN
CIRCUIT DE BARCELONA
CATALUNYA
17 - 19 MAY

PORTUGAL
AUTÓDROMO
INTERNACIONAL
ALGARVE
21 - 23 JUNE

SPAIN
CIRCUITO DE JEREZ
- ÁNGEL NIETO
13 - 15 SEPTEMBER

SPAIN
MOTORLAND ARAGÓN
11 - 13 OCTOBER

PORTUGAL
CIRCUITO DO ESTORIL
25 - 27 NOVEMBER

SPAIN
JEREZ
27 - 28 APRIL

FRANCE
LE MANS
11 - 12 MAY

ITALY
MUGELLO
1 - 2 JUNE

NETHERLANDS
ASSEN
29 - 30 JUNE

AUSTRIA
SPIELBERG
17 - 18 AUGUST

AUSTRALIA
PHILLIP ISLAND GRAND PRIX CIRCUIT
21 - 23 FEBRUARY

PORTUGAL
AUTÓDROMO INTERNACIONAL
DO ALGARVE
28 - 30 MARCH

NETHERLANDS
TT CIRCUIT ASSEN
11 - 13 APRIL

ITALY
CREMONA CIRCUIT
2 - 4 MAY

CZECHIA
AUTODROM MOST
16 - 18 MAY

ITALY
MISANO WORLD CIRCUIT
"MARCO SIMONCELLI"
13 - 15 JUNE

UNITED KINGDOM
DONINGTON PARK
11 - 13 JULY

HUNGARY
BALATON PARK CIRCUIT
25 - 27 JULY

FRANCE
CIRCUIT DE NEVERS MAGNY-COURS
5 - 7 SEPTEMBER

SPAIN
MOTORLAND ARAGÓN
26 - 28 SEPTEMBER

PORTUGAL
CIRCUITO ESTORIL
10 - 12 OCTOBER

SPAIN
CIRCUITO DE JEREZ
- ÁNGEL NIETO
18 - 20 OCTOBER

NETHERLANDS
TT CIRCUIT ASSEN
11 - 13 APRIL

ITALY
CREMONA CIRCUIT
2 - 4 MAY

UNITED KINGDOM
DONINGTON PARK
11 - 13 JULY

HUNGARY
BALATON PARK CIRCUIT
25 - 27 JULY

FRANCE
CIRCUIT DE NEVERS MAGNY-COURS
5 - 7 SEPTEMBER

SPAIN
CIRCUITO DE JEREZ
- ÁNGEL NIETO
17 - 19 OCTOBER

CZECH GP
16 - 20 JULY

HUNGARIAN GP
22 - 24 AUGUST

 **JAPANESE GP**
26 - 28 SEPTEMBER

 **QATAR GP**
11 - 13 APRIL

 **MALAYSIAN GP**
24 - 26 OCTOBER

 **INDONESIAN GP**
3 - 5 OCTOBER

 **THAI GP**
28 FEBRUARY - 2 MARCH

 **AUSTRALIAN GP**
17 - 19 OCTOBER

SPAIN
ARAGÓN
31 AUGUST
SEPTEMBER

ITALY
MISANO
7 - 8 SEPTEMBER

QATAR
LUSAIL INTERNATIONAL
CIRCUIT
8 - 10 MARCH

MALAYSIA
PETRONAS SEPANG
INTERNATIONAL CIRCUIT
16 - 18 AUGUST

INDONESIA
PERTAMINA MANDALIKA
INTERNATIONAL CIRCUIT
27 - 29 SEPTEMBER

JAPAN
MOBILITY RESORT MOTEGI
4 - 6 OCTOBER

THAILAND
CHANG INTERNATIONAL
CIRCUIT
25 - 27 OCTOBER

MALAYSIA
PETRONAS SEPANG
INTERNATIONAL CIRCUIT
1 - 3 NOVEMBER

GERMANY
OSCHERSLEBEN
30 MARCH

NETHERLANDS
ASSEN
11 - 13 APRIL

GERMANY
OSCHERSLEBEN
09 - 11 MAY

CZECH REPUBLIC
MOST
20 - 22 JUNE

GERMANY
SACHSENRING
11 - 13 JULY

CZECH REPUBLIC
BRNO
18 - 20 JULY

GERMANY
NÜRBURGRING
5- 7 SEPTEMBER

NETHERLANDS
ASSEN
19 - 21 SEPTEMBER

BSB DONINGTON
DONINGTON PARK GP
18 - 19 APRIL

BSB DONINGTON
DONINGTON PARK GP
16 - 18 MAY

**MOTOGP BRITISH
GRAND PRIX**
SILVERSTONE GP
23 - 25 MAY

BSB SNETTERTON
SNETTERTON 300
20 - 22 JUNE

BSB BRANDS HATCH
BRANDS HATCH GP
25 - 27 JULY

BSB THRUXTON
THRUXTON
8 - 10 AUGUST

BSB DONINGTON
DONINGTON PARK GP
5 - 7 SEPTEMBER

BSB NETHERLANDS
TT ASSEN
19 - 21 SEPTEMBER

BSB OULTON
OULTON PARK
3 - 5 OCTOBER

MINI GP FINAL 2025
CIRCUITO RICARDO TORMO
VALENCIA
11 - 13 NOVEMBER



Our international reach

Thanks to the championships managed by MotoGP Group, we have a broad international reach. Some of the highlights of our most significant championships on an international scale are as follows:

EVENTS AND COVERAGE



22 Grands Prix

IN 5 CONTINENTS
ACROSS 18 COUNTRIES



200 countries

REACHED BY THE LIVE TV
SIGNAL OF EACH GRAND PRIX



37,068

BROADCAST
HOURS

AUDIENCE AND FANS



54%

OF SOCIAL MEDIA
FOLLOWERS ARE BETWEEN
18-34 YEARS OLD



60 million

FOLLOWERS



17.9M

FOLLOWERS



7M

SUBSCRIBERS



20.1M

FOLLOWERS



4.5M

FOLLOWERS



16.7 million

MOTOGP™ WEBSITE
AND APP USERS™



3.5M

FOLLOWERS

ATTENDANCE



3,660,716 fans

AT THE CIRCUITS

WE SET AN ATTENDANCE RECORD IN 2025 OF MORE THAN 3.6 MILLION SPECTATORS AT MOTOGP™ EVENTS

GAMES AND eSPORTS

GAME HUB

MotoGP™
Fantasy



70,845

PLAYERS



7,012

LEAGUES

eSport. Global Series



91 million

VIEWS

MotoGP™
Predictor



45,143

PLAYERS

MotoGP™
Fan Club



22,800

PLAYERS

EVENTS AND COVERAGE



12 Events
IN 2 CONTINENTS
ACROSS 8 COUNTRIES



18,711
BROADCAST HOURS

AUDIENCE AND FANS



35%
OF SOCIAL MEDIA
FOLLOWERS ARE BETWEEN
25-34 YEARS OLD



6.9 million
FOLLOWERS



1.9M
FOLLOWERS



896,000
SUBSCRIBERS



2.7M
FOLLOWERS



614,400
FOLLOWERS



3.1 million
WORLDSBK WEBSITE
AND APP USERS



369,409
FOLLOWERS

ATTENDANCE



588,011 spectators
AT THE EVENTS

EVENTS AND COVERAGE



7 Events
14 RACES IN 7 COUNTRIES

EVENTS AND COVERAGE



6 Events
IN 6 COUNTRIES

AUDIENCE AND FANS



106,283
FOLLOWERS



36,922
FOLLOWERS



15,500
SUBSCRIBERS



20,459
FOLLOWERS



18,800
FOLLOWERS



4,368
FOLLOWERS

AUDIENCE AND FANS



82,951
FOLLOWERS



38,849
FOLLOWERS



23,800
SUBSCRIBERS



15,397
FOLLOWERS



4,905
FOLLOWERS

These figures are proof of our global reach and the strong, growing community of followers we have managed to build up with our championships.



2.1.2. MARKET TRENDS

In recent years, the consumption of sports content has undergone a significant transformation driven by accelerated digital change. Younger generations are at the cutting edge of this new way of experiencing sport, one that has moved beyond traditional television broadcasts and attendance at live events alone.

Fans now access a diverse sports offering through streaming platforms and on-demand content services, giving them unprecedented flexibility to enjoy their favourite sports anytime and anywhere. As a result, live events are no longer valued simply for the competition itself, but for the end-to-end experience they deliver.

This shift has fundamentally changed what fans expect when they attend in person. Today's live sports consumer expects:

- A sense of occasion and spectacle, not just a race.
- Opportunities for entertainment, culture and social connection alongside sporting action.
- Immersive experiences before, during and after the on-track moment.
- Seamless organisation, comfort and accessibility that matches the quality of what they experience digitally.
- Shareable moments that extend the value of attendance beyond the circuit and into their social feeds.

Not only has this evolution transformed how sport is consumed, but it has also created new opportunities for sports organisations to establish closer and more meaningful connections with their fans. By developing compelling digital and live-event content, MotoGP can interact with, build the loyalty of and expand our community of followers.

With the aim of meeting the rising expectations for both digital entertainment and live experiences and enhancing the way fans engage with MotoGP, in 2025 we implemented the following initiatives:

- First-ever global season launch event in Bangkok, Thailand, marking a deliberate shift towards market-led storytelling and a more entertainment-driven way of opening the season.
- Introduction of a refreshed brand identity, setting the foundation for MotoGP's next phase of growth and cultural relevance.
- *MotoGP Awards* delivered on the ground in Valencia, embedding the celebration directly within the Grand Prix ecosystem rather than as a standalone off-site event.
- Incorporation of global entertainment artists, including Daddy Yankee and DJ Nano at the *MotoGP Awards* and other artists appearing at races throughout the calendar, expanding MotoGP's sports-entertainment proposition.
- Collaboration with other major sports leagues, such as the NFL, alongside digitally tapping into culturally relevant moments like the Aura Farming content with Marc Márquez following the German GP.
- Delivery of the largest calendar in MotoGP history, with 22 races across 18 countries on five continents, growing the footprint and profile of MotoGP in key markets as well as giving fans watching remotely more action to follow.

The combined impact of expanded reach, improved storytelling and a stronger live-event entertainment proposition delivered clear and measurable outcomes across attendance, audience composition and broadcast performance:

- Record-breaking total season attendance of 3.6 million fans, the highest in MotoGP history, with nine Grand Prix setting new individual attendance records during the 2025 season.
- All-time single-event attendance record of 311,797 fans at the French Grand Prix at Le Mans, the largest crowd ever recorded at a MotoGP event.
- Evidence that growth was driven by increased average attendance per event, rather than calendar expansion alone, demonstrating stronger demand for the live MotoGP experience.

In parallel with this growth in live attendance, MotoGP continued to strengthen its connection with younger audiences, a critical indicator of long-term relevance:

- For the fifth consecutive year, more than 50% of MotoGP fans and followers were under the age of 35, confirming sustained appeal among younger demographics rather than a one-off spike.
- This younger audience was a key driver of increased engagement across digital platforms, with fans consuming over 1 billion minutes of content on MotoGP's official YouTube channel in 2025.

Broadcast performance also showed strong upward momentum:

- Global TV viewership increased by an average of 9% per Grand Prix compared to the previous season, reinforcing the growing reach of the championship across both core and emerging markets.
- Sprint race viewership rose by 26% year-on-year, underlining the Sprint format's effectiveness in attracting new and casual viewers as well as enhancing overall weekend engagement.

Together, these results clearly demonstrate that MotoGP's expanded entertainment proposition and evolving approach to live events and content distribution in 2025 resonated with both existing fans and a younger, digitally-native audience, translating into record attendance, growing television audiences and deeper engagement across platforms.

RACING FOR THE FUTURE



2.1.3. "RACING FOR THE FUTURE"

At MotoGP Group, we are committed to integrating sustainability into all our activities, guided by the principles of environmental responsibility, social equity and good corporate governance. This journey toward a more sustainable future began with the implementation of the **"Racing Together"** strategy (2021-2024), which sparked the launch of a strategic transformation to confront the global sustainability challenges of our sport and our company.

During this time, we have made major progress in the integration of ESG (environmental, social and governance) criteria in our activities, establishing management systems, monitoring processes and frameworks of collaboration with our ecosystem aimed at measuring, managing and enhancing our social, economic and environmental impact.

As a result of this learning and the maturity achieved, we reviewed and reinforced the strategic focuses of our roadmap in 2024, creating **"Racing for the Future"** as the guiding framework of our ESG strategy. In 2025, the consolidation and operational deployment phase of this strategy began, integrating its principles in a more cross-cutting way across our championships, events and corporate structure.

Racing for the Future reflects our ambition to lead in terms of sustainability in the sport, aligned with the fundamental values of MotoGP—faster, always moving forward, no fear—as the driving principles behind our way of innovating, competing and generating positive impact.

Our **Racing for the Future** strategy is based on three main pillars that guide our actions in regard to our sport, events and organisation:

PLANET

We strive to minimise our environmental footprint and actively contribute to protecting our planet through:

- **INNOVATION:** promoting the development and adoption of state-of-the-art technology in all the industries in our ecosystem, focusing especially on relevant, sustainable mobility solutions for road use.
- **MITIGATION:** monitoring and progressively reducing the carbon footprint of our events and operations, including the development and implementation of a decarbonization plan for our organisation's Scope 1 and 2 emissions that sets out a clear roadmap for reducing emissions related to fuel, energy and our fleet.

EVERYONE

We foster an inclusive, charitable and equitable setting in which everyone can develop and prosper through:

- **EQUITY AND INCLUSION:** promoting diversity in our sport and organisation, fostering accessible sports programmes at entry level for young talent and creating personal and career development opportunities for people of all backgrounds.
- **SAFETY AND WELL-BEING:** leading innovation in track safety and promoting road safety and active, healthy lifestyles among riders, employees and fans.
- **COMMITMENT TO THE COMMUNITY:** constructing strong long-term relationships with the local communities that host our events, maximising the economic impact on the region and responsibly handling any potential negative impact.

LEGACY

Guided by sustainability as the core principle of our sport and business, we aspire to leave a legacy that transcends our immediate sphere of influence through:

- **TECHNOLOGICAL TRANSFORMATION:** our sport drives the innovation that reaches the world as a whole and the general public. Our championships are a key platform, where competitive spirit meets technological innovation that goes beyond the circuits, shaping the future of mobility, safety, logistics, energy and broadcasting technology.
- **AWARENESS AND EDUCATION:** raising awareness about the challenges facing society and inspiring meaningful action, harnessing the cultural relevance and global reach of our sport.
- **EFFECTIVE GOVERNANCE:** improving governance through strategic leadership, transparent responsibility and a focus on sustainability while engaging all our stakeholders in the promotion of integrity and long-term growth.

2.2. OUR CONTRIBUTION TO THE SDG

The Sustainable Development Goals (SDGs) of the 2030 Agenda constitute a widely recognised international framework for addressing major social, environmental and economic challenges globally. In this context, MotoGP Group shares the ambition to contribute to sustainable development in the area of sport and entertainment, integrating these challenges into its long-term vision.

The company's sustainability strategy, *Racing for the Future*, translates these global challenges into specific lines of action, adapted to the itinerant and international nature of the championships, as well as to the diverse ecosystem of stakeholders that make them possible. Through the strategic framework, MotoGP Group identifies, manages and prioritises its main impacts, progressively incorporating ESG criteria into event organisation and its corporate management.

From this perspective, the SDGs are used as a cross-cutting alignment and interpretation tool, allowing us to contextualise the initiatives developed, analyse their contribution to global objectives and consistently communicate the impact generated, with there being a clear correspondence between our main lines of action and certain priority SDGs, as presented below:

Pillar <i>Racing for the future</i>	Main lines of action	Related SDGS
Planet	Non-fossil fuels, energy, logistics, carbon footprint, MotoETM, ISO 20121	SDGs 7 -12 - 13
Everyone	Health and safety, quality, inclusion, WorldWCR, social impact on events	SDGs 3 - 5 - 8 - 10
Legacy	Governance, innovation, partnerships, development of the championship ecosystem	SDGs 9 -17

The main areas of contribution are summarised below, grouping together those SDGs that have a direct relationship with our most relevant impact levers.



SDG 3
Good health and well-being



SDG 8
Decent work and economic growth

Ensuring the safety, health and well-being of our employees is a fundamental pillar of our business management. This commitment is not only part of our ethical values but also reinforces our alignment with Sustainable Development Goals (SDGs) 3 and 8, which focus on good health and decent work.

Our comprehensive approach includes the following key actions:

- **Occupational health and safety:** we prioritise a safe and healthy work environment, providing our employees with the necessary resources to carry out their roles with peace of mind. This means strict compliance with current regulations and the adoption of practices that promote risk prevention.
- **Certified sustainable management:** we possess ISO 20121 certification for our activities and events, guaranteeing that we integrate sustainability and collective well-being principles into all our actions.
- **Promotion of work-life balance:** our Equality Plan includes measures such as flexible working hours, teleworking options and

SUSTAINABLE DEVELOPMENT GOALS

the implementation of technological tools to reduce unnecessary travel.

- **Commitment beyond legal requirements:** we implement employment policies that surpass the legal standards, such as reducing working hours and improving rest periods, reaffirming our dedication to the comprehensive well-being of our team. An example of this has been the approval of the Digital Disconnection Protocol.



SDG 4
Quality education

We are committed to nurturing talent and promoting professional development within the motor racing community, encouraging an inclusive and sustainable culture that inspires future generations.

- **Talent Promotion Programme, Road to MotoGP™:** our flagship programme is designed to broaden access and ensure equal opportunities in the motor racing sector. With an inclusive approach, we reach people from diverse backgrounds and circumstances, breaking down barriers to their success.

In addition to providing high-quality technical training, this programme incorporates core values such as:

- **Teamwork:** We encourage collaboration as a basis for achieving shared goals.
- **Equality:** We guarantee that all participants have the same opportunities, regardless of their personal situation.
- **Sustainability:** We provide training on the importance of integrating responsible practices into motor racing solutions and technologies.

- **Continuous internal training:** we focus on the continuous development of our own team. Through specific training programmes, we give our employees the opportunity to update their technical knowledge, acquire new skills and grow professionally within the organisation. This training not only strengthens their ability to contribute to MotoGP Group's success but also motivates them to be active players in the sustainable transformation of the sector.



SDG 5
Gender equality



SDG 10
Reduction inequalities

We strive to ensure our working environment is inclusive, safe and respectful, as part of our commitment to the wellbeing of our employees and to promoting ethical values and equality across all our activities.

- **Equality and diversity policies:** promoting equal opportunities and diversity is at the heart of our organisational culture. We implement initiatives aimed at eliminating all forms of discrimination and ensuring that everyone has access to fair treatment, regardless of their gender, origin, sexual orientation or beliefs.
- **Protocol against Sexual Harassment:** reaffirming our commitment to a safe and respectful work environment, we have approved

clear and effective procedures for prevention, detection and actions for responding to any inappropriate conduct, guaranteeing support and protection for potential victims.

- **Promoting work-life balance:** we also promote policies that facilitate the balance between the professional and personal lives of our employees, including measures such as flexible hours, teleworking options and programmes designed to support those with family responsibilities.
- **FIM Women's Circuit Racing World Championship (WorldWCR):** is the first world motorcycle championship on a circuit exclusively for women, organised by the International Motorcycling Federation. Launched in 2024, this competition seeks to promote and highlight women's talents to boost their participation and representation in all areas of our sport.

SDG 7 Affordable and clean energy



SDG 12 Responsible consumption and production



SDG 13 Climate action



MotoGP Group's sustainability strategy "Racing for the Future" has three fundamental pillars: the planet, people and legacy, on which ESG initiatives are based. Some examples are highlighted below:

- **Progressive use of sustainable fuels:** since 2024 in all MotoGP™, WorldSBK™ and WorldSSP™ categories, at least 40% of the fuel used has come from non-fossil sources. Additional commitment to achieve 100% by 2027.
- **FIM MotoE™ World Championship:** this championship is a path filled with innovation in sustainable mobility, from solar panels and charging solutions to sustainable tyre materials.
- **Sustainable Event Management System:** certification has been renewed under the ISO 20121 standard, which encompasses everything from optimising energy consumption to adopting renewable energy sources and advanced waste management systems.
- **Logistics optimisation:** B777 aircraft have been used to significantly reduce carbon emissions. We also use HVO (Hydrotreated vegetable oil) for our fleet of trucks.
- **Decarbonization plan:** during 2025 we implemented the decarbonization plan specifically focused on Scopes 1 and 2⁵.
- **Integration of ESG criteria into governance bodies:** the result is our ongoing commitment to sustainability, materialising in our new sustainability strategy.



SDG 17 Partnerships for the goals

Collaboration is a fundamental pillar in our strategy to move towards sustainability and contribute to the achievement of the Sustainable Development Goals. At MotoGP Group, we understand that facing global challenges requires joint efforts, so we prioritise strategic partnerships and teamwork with various key players.

We actively collaborate with organisations, federations, teams, promoters, the media, local governments and other stakeholders,

SUSTAINABLE DEVELOPMENT GOALS

creating synergies that drive the sustainable transformation of our sector. These partnerships allow us to:

- Exchange knowledge and best practices to develop innovative solutions.
- Establish higher sustainability standards that benefit the entire industry.
- Connect with local communities, promoting projects that have a positive social and environmental impact.

As part of our social commitment, in 2025 we launched the campaigns Good Max: Rage Against Childhood Cancer and collaborated with organisations such as Two Wheels for Life (TWFL), **Young Lives vs Cancer**, **Fundación Alalá** and **Fundación Aura** promoting charitable actions at various Grand Prix events.



SDG 9 Industry, Innovation and infrastructure

MotoGP Group impacts this SDG by promoting industry, innovation and infrastructure in many ways. Several examples are provided below:

- **Technological innovation in the motorcycle industry:** MotoGP Group drives the transition towards more sustainable technologies, such as promoting MotoE™ that fosters innovation in clean and efficient transport. It also collaborates with various manufacturers developing advanced technologies in engines, fuels and safety. Many of these innovations are later transferred to commercial vehicles. In addition, it participates in and promotes the creation of protective equipment for riders.
- **Promotion of sporting and local infrastructure:** organising motorcycle events drives improvements in local infrastructure and generates direct and indirect employment in host countries and a significant economic impact.
- **Promoting sustainability in the industry:** measures are implemented to reduce carbon emissions in events and operations, fostering the use of renewable energy sources.

At MotoGP Group we recognise the interconnection between the Sustainable Development Goals and actively strive to help achieve them. From promoting gender equality and well-being at work to climate action and global collaboration, our initiatives address a wide range of challenges. Through collaboration, innovation and ongoing commitment, we are committed to continuing to play a prominent role in building a more sustainable future.

⁵For further details, additional information is provided in section "5.2.2. MOTOGP GROUP: SCOPE 1&2 DECARBONISATION ROADMAP 2025-2030"

3. DEVELOPING AN ETHICAL CULTURE

Policies and management systems designed to promote a strong ethical culture, aimed at integrating principles of integrity and responsibility into all our processes and relationships, aligned with our business objectives and social and environmental commitments.



Continuous training for all employees on the management and compliance framework, as well as on compliance, anti-corruption data protection and criminal risks



Strengthening the cybersecurity system through EDR, MDR, phishing simulations and Red/Blue Team exercises



0 confirmed cases of human rights violations, discrimination or harassment in 2023





3.1. ORGANISATIONAL STRUCTURE

The Group's main shareholder is the Spanish company Libertad Especia S.L.U., wholly owned by Liberty Media Co.

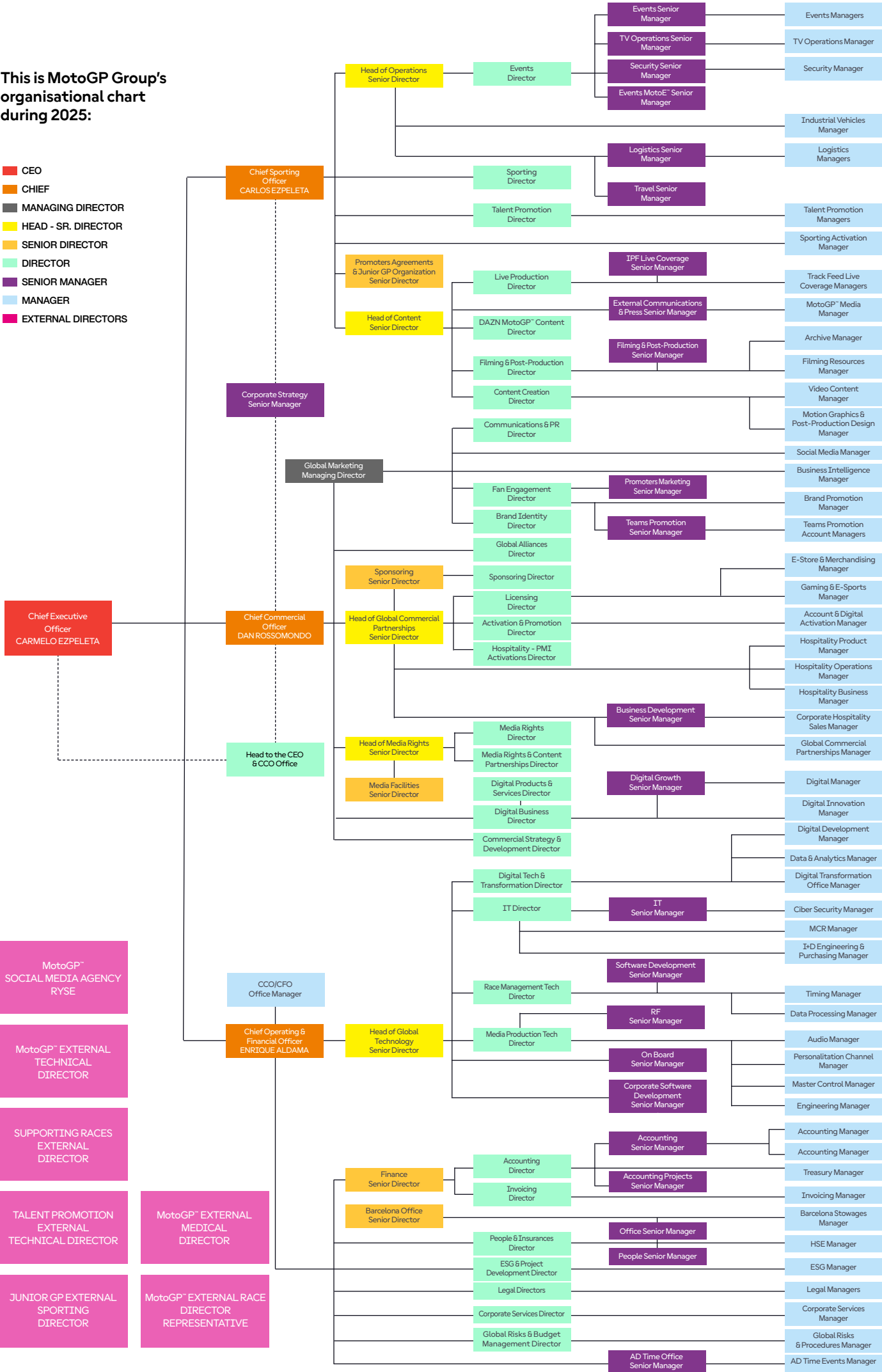
At MotoGP Group, we are fully responsible for the sporting, commercial and media aspects of all our events. Our success is based on an experienced and multicultural team, consisting of 613 employees in Spain and 17 in Italy. This comprehensive approach, known as the 360-degree operational model, not only guarantees efficient organisation and effective collaboration within the MotoGP Group, but also promotes close working relationships with the FIM, promoters, manufacturers, teams, media, suppliers and circuits globally. Our commercial

success is also based on talent development, sponsorship, licensing rights, corporate hospitality and operational efficiency. Top-quality media production, marketing, communications and public relations, delivered through digital content, help build strong relationships for both the company and our championships.

During 2025, we continued to adapt as a company to our stakeholders' demands, with the aim of exceeding their expectations, especially those of the fans of our sport. In this regard, we adapted our organisational structure to be more competitive in the environment in which we operate.

This is MotoGP Group's organisational chart during 2025:

- CEO
- CHIEF
- MANAGING DIRECTOR
- HEAD - SR. DIRECTOR
- SENIOR DIRECTOR
- DIRECTOR
- SENIOR MANAGER
- MANAGER
- EXTERNAL DIRECTORS



The Board of Directors consisted of the following members at 31 December 2025:

BOARD OF DIRECTORS

NAME	GENDER	POSITION	CATEGORY	REPRESENTATION
Charles Carey	Male	President	External	Liberty
Martin E. Patterson	Male	Vice President	External	Liberty
Sean R.H. Bratches	Male	Member	External	Liberty
Derek Chang	Male	Member	External	Liberty
Robert R. Bennet	Male	Member	External	Liberty
Enrique Aldama	Male	Member	Internal	Liberty
Carmelo Ezpeleta	Male	Member (CEO)	Internal	MotoGP Group

3.2. OUR WORKING PRINCIPLES

Since our inception, at MotoGP Group we have understood that genuine emotion is the underlying principle of our business. We have strengthened our position by creating intense and immersive entertainment experiences, where the thrill of the moment takes centre stage. Our commitment to cutting-edge innovation puts us at the pinnacle of competition, developing technological solutions and processes that go beyond sport, driving a tangible change towards more sustainable mobility.

Our business values are the foundation that guides the development of our initiatives and tools, establishing a model of operational excellence. At MotoGP Group, cooperation is at the heart of everything we do. We are committed to strengthening ties with our partners, from the brave riders and their teams to the passionate fans, who are the heart of our community.

With the courage to lead and the tenacity to succeed, we assume risk and move swiftly. We are transparent and authentic, staying steadfastly true to our core values. We have a deep passion for sport and are committed to making it accessible and inclusive for all. We work not only to achieve our strategic goals, but also to inspire our community and ensure a bright and sustainable future for the sport.

3.3. OUR MANAGEMENT AND COMPLIANCE FRAMEWORK

Over the years, at MotoGP Group we have developed and implemented diverse initiatives aimed at ensuring compliance with laws, regulations, internal policies and commitments made. One of the most noteworthy is the implementation of a Compliance Programme, whose review and supervision are the responsibility of the Compliance Committee. This Committee is responsible for ensuring effective and continuous compliance with our legal and ethical obligations, guaranteeing that all operations are carried out to the very highest standards of integrity and transparency.

We also undertake to update and continuously improve our practices to adapt to regulatory changes, while promoting a strong culture of compliance throughout the organisation.

3.3.1. COMPLIANCE SYSTEM STRUCTURE

MotoGP Group has a Compliance Officer and a Compliance Committee that regularly holds meetings, at least every two months. This Committee consists of the Compliance Officer and two external lawyers with proven experience in regulatory compliance. Two internal lawyers from the organisation also participate in the Committee, together with

other external legal advisers. The duties and responsibilities of both the *Compliance Officer* and the Compliance Committee are laid out and clearly defined in a specific protocol.

The main responsibilities of the *Compliance Officer* are as follows:

- Report to the Board of Directors and the Managing Director of MotoGP Group of the performance of their duties.
- Review and assess regulatory changes that may impact the Group.
- Design, develop and implement preventive and corrective measures.
- Promote and facilitate training activities in regulatory compliance.

The Compliance Committee also performs a series of key functions, including the following:

- Detect the emergence of new risks that are relevant to MotoGP Group.
- Propose measures designed to mitigate these risks, by defining and developing action plans aimed at strengthening the compliance system.
- Prepare, maintain and update policies and procedures that ensure proper compliance with applicable regulations.
- Oversee the implementation and degree of achievement of the strategic goals established by the Compliance Committee.
- Oversee and, where appropriate, update MotoGP Group's Codes of Conduct.
- Ensure adequate training of employees and managers on MotoGP Group's internal procedures, protocols and policies.
- Follow up on complaints in accordance with the procedures of MotoGP Group's Internal Communications and Corporate Defence Channel.
- Coordinate and manage external audits related to regulatory compliance applicable to MotoGP Group.
- Address requirements and requests for information from regulatory bodies.
- Promote the ongoing review and continuous improvement of the compliance model.
- Report to the Board of Directors in accordance with its protocol.

The Compliance Committee regularly reports, at least annually, its activities to the Board of Directors. In the event of any relevant incident or significant situation related to compliance, the Committee will first inform the Managing Director and then the Board of Directors of this circumstance.

During the meetings held by the Compliance Committee in 2025, the following matters, among others, were discussed:

1. Assessment of the company's current situation and identification of new risks considered relevant for review.
2. Review of internal policies and procedures aimed at reducing criminal risks, within the framework of the continuous improvement process of MotoGP Group's Corporate Compliance Programme.
3. Monitoring of the training plan, assessing its potential mitigating effect on reducing criminal risks.

4. Obtaining of external support and advice on matters requiring review by the Compliance Committee.

Compliance training is essential for employees, regardless of their level within the organisation, to understand the importance of identifying and reporting unethical or fraudulent conduct. This is a key aspect for preventing and mitigating reputational risks for the Group. In accordance with the ISO 19600 standard, training must be adapted to the organisation's compliance obligations and risks and presented in a practical and easily understandable manner. In the same vein, the UNE 19601 standard emphasises the importance of training employees on criminal risks and on measures for their prevention.

Furthermore, in addition to international standards, various regulatory frameworks —such as the *US Sentencing Guidelines*, the *Foreign Corrupt Practices Act* (FCPA), the *Bribery Act* guidelines and, in Spain, regulations on the criminal liability of legal entities, as well as legislation on the prevention of money laundering, corruption and bribery— highlight the importance of training to ensure the proper functioning of the compliance system. In this regard, during 2025 special emphasis was placed on internal training, with numerous sessions being held on key *Corporate Compliance* issues. These included general training aimed at informing MotoGP Group's employees of the global *Corporate Compliance* system, as well as more specific actions in areas such as the prevention of money laundering, business ethics, personal data protection and the prevention of infringements of intellectual property rights, among others.

As part of the actions aimed at ensuring the effectiveness and continuous improvement of the Corporate Compliance Programme, the following measures, among others, have been implemented:

- Holding regular meetings: monthly meetings of the Compliance Committee have been held in order to identify potential areas for improvement and opportunities for development of the programme, ensuring its updating and adaptation to the organisation's needs.
- Continuous training on relevant *Corporate Compliance* matters.
- Identification of inherent risk according to the new criminal methodology.
- Identification of residual risk, by preparing the control matrix, the lifting of undocumented controls and their joint harmonisation with *WSBK ORGANISATION S.R.L.*
- Preparation of the Assessment Report: a detailed report has been prepared that reflects the current situation of MotoGP Group's Compliance Programme, the objective of which is to review the degree of compliance achieved and serve as a basis for defining future actions.

3.3.2. REGULATORY COMPLIANCE MODEL

MotoGP Group's compliance model is structured around a series of key elements, organised as follows:

BASIC PRINCIPLES	COMMUNICATION AND ADHERENCE	ASSESSMENT
MotoGP Group's Code of Ethics	Review of compliance management systems	Encouraging transparency in the Group's activities
Sustainable Development Policy		
Anti-Corruption Policy	Internal training for employees focused on compliance	Internal Communications Channel
Anti-Money Laundering and Countering the Financing of Terrorism Policy		
Mandatory Internal Procedures and Policies		
Risk management		
Oversight and Control Systems		

The Code of Ethics is the cornerstone of MotoGP Group's compliance system and is applicable to all employees. This document sets forth the fundamental values that guide the organisation's actions, ensuring its alignment with prevailing regulations and with generally accepted ethical and responsible principles. It also expressly recognises MotoGP Group's corporate social responsibility, through which it generates value in the communities in which it operates, reinforcing its commitment to its various stakeholders.

Internally, the Code of Ethics encompasses the supervision of the design and implementation of best practices in the areas of control, auditing and staff training, with the aim of preventing any irregular conduct. The Code also includes a sanctioning system and establishes behavioural guidelines related to the organisation's activities, addressing, among other aspects, environmental protection, public health, human rights, conflict of interest management, relations with authorities, protection of industrial and intellectual property and the principles of equality and non-discrimination.

The Anti-Corruption Policy is MotoGP Group's primary reference framework for the prevention of bribery and corruption. This policy reasserts a zero-tolerance stance towards this type of conduct and applies to all Group staff, as well as to all geographical areas in which MotoGP Group operates. Furthermore, the Anti-Corruption Policy extends to suppliers, consultants, contractors, distributors, agents and any other parties acting on behalf of MotoGP Group, who are required to be familiar with its principles and apply them rigorously in all transactions related to the organisation.

The Anti-Corruption Policy defines the principles governing relations with business partners and compliance with this policy is essential for the continuity and effectiveness of such relations. These principles include:

- Prohibition of bribes.
- Prohibition of facilitation payments.
- Compliance with applicable regulations.
- Adequate risk management.
- Reporting to MotoGP Group and establishing oversight and control mechanisms.

In its supplier selection processes, MotoGP Group applies a specific procedure geared towards preventing conflicts of interest and ensuring that suppliers' values are aligned with the organisation's values. When a potential risk associated with the supplier's origin or the nature of its activity is detected, a detailed preliminary assessment is carried out. Furthermore, contracts require suppliers to commit to respecting the values set forth in MotoGP Group's Code of Ethics, Anti-Corruption Policy and sustainability commitments and criteria. Additionally, information is provided on the crime prevention system, and, in certain cases, contractual clauses are included that empower the Group to conduct audits when necessary.

MotoGP Group has a robust and well-established compliance programme, consisting of a suite of policies and procedures that ensure corporate commitments are honoured and the rights of all individuals associated with the organisation are safeguarded. The *Compliance Committee* and the *Compliance Officer* are responsible for supervising the proper functioning of this system, ensuring compliance with established rules and guidelines.

In turn, MotoGP Group's Sustainable Development Policy reinforces the organisation's commitment to responsible management of the environmental and social impacts associated with the organisation of MotoGP™ events. This policy establishes criteria geared towards reducing the environmental footprint of competitions, promoting the efficient use of resources, reducing emissions and sustainable waste management. It also promotes inclusion, accessibility and social responsibility at every Grand Prix, with the aim of ensuring that MotoGP Group activities have a positive impact on both the host communities and the motorcycling industry as a whole.

In addition to the elements described above, MotoGP Group's compliance model is complemented by the following policies and procedures:

CORPORATE POLICIES	PROCEDURES
Code of Ethics	Internal Communications Management Procedure
Anti-Corruption Policy	Financial Management Procedure
Policy on the Use of Technological Resources	Supplier Selection and Contracting Procedure
Policy for the Protection of Intellectual and Industrial Property Rights	Staff Selection and Recruitment Procedure
Health, Safety and Well-being Policy (HSE)	Customer and Supplier Contracting Procedure -Standard Clauses-
Internal Reporting System Policy	Procedure Governing Relations with Public Administrations
Human Rights Policy	Environmental Management Procedure
Anti-Money Laundering and Countering the Financing of Terrorism Policy	Data Protection and Information Security Procedure
Sustainable Development Policy	Procedure for Reviewing, Maintaining and Managing System Compliance
	Corporate Defence Procedure
	Operating Protocol of the Oversight Body and Relations with the Board of Directors
	Data Protection and Information Security Procedure
	Procedure on Misconduct and Sanctions

The policies are provided to each new employee upon joining MotoGP Group, to ensure that they have adequate knowledge of them. Furthermore, the approval of new policies is notified to the entire workforce. MotoGP Group makes all current and applicable policies available to employees through an internal portal, with the aim of reinforcing an ethical culture and ensuring compliance with internal regulations. To this end, specific training courses are provided on a regular basis.

3.3.3. RISK MANAGEMENT MODEL

Consistent with MotoGP Group's intention to progressively implement a Risk Management System within the company and in line with the work previously initiated, during the 2025 financial year, MotoGP Group has focused its efforts on continuing to analyse in depth the areas identified as vulnerable in its risk map, as well as on continuing to improve existing processes by defining new procedures that help to eradicate or mitigate the risks detected.

From a risk management perspective, the Company's actions during 2025 have focused mainly on three areas:

1. Operations

With the aim of reducing the potential effects or consequences of previously identified risks, such as natural disasters, geopolitical and logistical tensions between countries, or the absence of contingency plans for key events, MotoGP Group has continued to work in Operations following the same lines of action initiated in 2024:

- The definition of the procedure related to Company travel.
- Review of the logistical/administrative process and accounting records for services contracted by MotoGP Group at the circuits for the holding of events.

With regard to travel and in accordance with the corporate policy and regulations published in 2024, the following measures were implemented in 2025:

- The review and update of the relevant text, as part of the control established in the annual procedure.
- Translation of the Spanish version into English.
- The definition of an official signature or approval circuit by levels and sections, so that, year after year, there is a record of the approval by all the parties or departments involved, prior to final approval by Management.
- In addition, work has begun on a supplementary document, in the form of a travel manual, designed specifically for external companies or collaborators who provide services to MotoGP Group throughout the season and who need to travel to the circuits.

With regard to the review of the procedure regarding the services contracted by MotoGP Group from the circuits for the holding of events, the **Risk and Procedures** and **Operations** departments have been working together to:

- Streamline the administrative and accounting registration process for purchase orders placed with the promoter circuits. To this end, at the start of the season, a communication was sent out reminding all parties of the need to provide, prior to each Grand Prix, the cost estimate for the services to be contracted by MotoGP Group.
- Develop work templates that improve the collection and consolidation of information during the season, facilitating its subsequent administrative processing and accounting. Review and standardise the criteria for classifying and organising data across departments, with the aim of ensuring consistent allocation at the budgetary and accounting level.

2. People

MotoGP Group has continued to work on mitigating the risks associated with the effectiveness of human resources policies, their alignment with the Company's strategic objectives and the proper management of knowledge and internal communication.

In this context, in March 2025, the *People* department launched the *People Portal* (employee portal), a Cornerstone-based platform for the exclusive use of staff. This tool allows users to consult employment information, access relevant corporate links, download employment documentation and use a training service tied to LinkedIn, which offers courses on various topics geared towards professional development and employee specialisation.

The department has also made progress in Occupational Risk Prevention, with a special focus on the emotional well-being of staff. In October 2025, MotoGP Group launched a free on-line psychological assistance and support service for all employees, called the *Emotional Support Programme* (Employee Assistance Programme - EAP). This service, provided by a specialised external company, will be available from 2026 to all staff, 24 hours a day, all year round.

Similarly, the Company has also announced its intention to continue collaborating with and supporting the Works Council in the psycho-social study of the workforce and to move forward with the analysis of the situation and evaluation of the results, through the collection of data during 2026. On the other hand, it is worth highlighting the progress made by the People department in negotiations with the Works Council, which have led to the approval and publication of various agreements. In particular, in September 2025, the first Digital Disconnection Protocol was signed, with the aim of respecting employees' right to disconnect outside their working hours and promoting their rest and personal and family life balance.

Similarly, MotoGP Group and employee representatives have reached an agreement to protect employees from any possible abuse by other members of the Company, resulting in the corresponding *Protocol for Prevention and Action against Workplace Harassment*, which was approved and published in November 2025.

Finally, it is important to note the commitment reached by both parties to jointly negotiate and agree on the updating of a new Collective Bargaining Agreement, effective from 2026.

3. IT

In the area of technological and cybersecurity risks, during 2025 the IT department has launched a number of initiatives designed to strengthen the protection of the Company's systems and information, notably:

- Publication on the *Employee Portal of the Cybersecurity Awareness Campaign* platform. A service that offers educational videos, training courses and phishing campaign simulations to raise employee awareness of the importance of cybersecurity.

- Implementation of a digital surveillance system, through which proactive searches are conducted on the *dark web* to detect credentials that may have been leaked and that may belong to Company employees.
- Completion of the migration from traditional antivirus software to an EDR (*Endpoint Detection and Response*) solution based on Microsoft Defender, which enables the detection of anomalous behaviour on employees' computers. Implementation of an MDR (*Managed Detection and Response*) service. To ensure cybersecurity within the Company, MotoGP Group has contracted an external technology company during 2025 to provide an MDR service for continuous monitoring and rapid response to cybersecurity incidents.
- *Penetration tests*. Over the course of six months, a team of auditors hired by MotoGP Group has been conducting numerous penetration tests on the Company, performing certain searches on MotoGP Group's websites to analyse and quantify MotoGP Group's degree of vulnerability in terms of security and protection.
- *Red/Blue Team exercise*. MotoGP Group is also being tested by a *Red/Blue Team*, which simulates a real attack where the *Red Team* acts as the attacker and the *Blue Team* as the defender.

In implementing all these actions throughout 2025, MotoGP Group has strived to prepare the different areas of the Company to protect themselves and act with due diligence in the face of potentially adverse situations arising from the materialisation of risks.

In this context and through the application of the COSO (*Committee of Sponsoring Organizations of the Treadway Commission*) methodology in the field of enterprise risk management (ERM), MotoGP Group's commitment for the coming financial years is to continue advancing in the identification, assessment and management of new risks that may arise.

3.3.4. INFORMATION SECURITY

MotoGP Group's Cybersecurity Committee was established in 2023 with the purpose of evaluating and monitoring the organisation's security systems, identifying emerging risks and defining effective strategies for managing them.

During the 2025 financial year, the cybersecurity processes implemented in previous financial years were further strengthened and expanded. The Cybersecurity Committee has taken on a more prominent role, increasing the number of cybersecurity awareness meetings for the entire workforce and adding a biweekly workshop designed to address specific projects with an across-the-board impact on the various IT departments.

The Committee is composed of representatives from MotoGP Group's main technical departments:

IT Director

Cybersecurity Manager

Head of Business Development

Head of Corporate Software Development

Head of *Digital Video Platform* Development

Head of Race Management Tech

Head of Data & Analytics

After completing the roll-out of the new EDR system (*Microsoft Defender*) on employees' personal computers, its gradual implementation on servers began in 2025. At the same time, use cases and alerts for the MDR system have continued to be optimised.

The most noteworthy projects launched in 2025 include:

- Implementation of cybersecurity awareness campaigns aimed at the entire workforce.
- Execution of *phishing* simulations for all MotoGP Group employees, accompanied by the corresponding training actions.
- Penetration testing and '*Red/Blue Team*' exercises carried out by an external entity across the entire MotoGP Group attack perimeter.
- Internal audit of '*Data Leak Prevention*' prior to the proof of concept for the integration of Copilot 365 as a work tool, which is scheduled to be implemented in January 2026.
- Development of a Debian package for collecting user logs on servers that do not use *Active Directory* credentials.
- Creation of an authentication module integrated with *Active Directory/Entra ID* for all applications developed internally at MotoGP Group.
- Implementation of an advanced digital surveillance system that allows proactive monitoring of the possible exposure of corporate credentials on the dark web, specifically those linked to the domains motogpgroup.com, motogp.com and worldsbk.com. This initiative strengthens the company's ability to identify personal or corporate data leaks at an early stage, enabling it to take preventive measures and strengthen protection against the risks of information theft or cyberattacks.

3.3.5. FIGHT AGAINST CORRUPTION AND BRIBERY AND ANTI-MONEY LAUNDERING

In line with the values set forth in its Code of Ethics, MotoGP Group applies a zero-tolerance policy towards any conduct related to bribery or corruption, both in the public and private realm. In this regard, the organisation is committed to acting in accordance with the highest legal, ethical and moral standards, strictly observing the principles of integrity, objectivity and honesty. As a result, MotoGP Group works to ensure that all its actions are perceived by its stakeholders as firmly opposed to fraud and corruption in any form.

The Anti-Corruption Policy helps to consolidate an organisational culture based on the rejection of any irregular or fraudulent practices and establishes five essential principles for preventing and combating corruption and bribery:

1. Zero tolerance for unlawful conduct.
2. Cooperation and global approach.
3. Honesty, integrity and respect.
4. Development and promotion of talent.
5. Demanding standards, accountability and transparency.

MotoGP Group's Code of Ethics and Anti-Corruption Policy expressly prohibit its employees from offering, promising or making, directly or indirectly, payments in cash, in kind or any other type of benefit to individuals or legal entities for the purpose of obtaining personal or business gain. Similarly, employees are prohibited from accepting or offering gifts, hospitality or benefits that may influence, or appear to influence, the decisions of MotoGP Group, third parties towards MotoGP Group, suppliers, public officials or business partners, is prohibited.

In general, MotoGP Group prohibits offering or receiving gifts and hospitality, except in the following cases:

1. Gifts, hospitality or courtesies that are socially accepted or embedded in the Company's culture and tradition, such as certain gifts on special dates, including Christmas.
2. Invitations to sporting events and promotional activities organised by the Group, or to the venues where such events are held, provided that no risk indicators are identified and the invitation is duly justified.
3. Corporate gifts bearing the MotoGP Group logo (for example, pens, notebooks, or other similar items).
4. Promotional items or branded souvenirs.
5. Material used in meetings, seminars and conferences that includes the MotoGP Group logo.

Within the framework of the Supplier Selection and Contracting Procedure, the inclusion of a specific clause relating to the prevention of corruption and other offences in contracts signed with customers and suppliers domiciled in Spain is recommended. Any breach of this clause must be reported by the parties and may result in termination of the contract. MotoGP Group routinely includes equivalent clauses in its contracts with third parties.

MotoGP Group's Anti-Corruption Policy also addresses the risks associated with dealing with intermediaries, including consultants and

agents. To this end, the policy defines the inherent risks, due diligence requirements, required documentation, payment procedures, as well as monitoring, review and, where appropriate, contract termination mechanisms when unresolved concerns remain.

Furthermore, both the Code of Ethics and the Anti-Money Laundering and Countering the Financing of Terrorism Policy reflect MotoGP Group's commitment to avoiding any kind of collaboration with individuals or entities involved in money laundering or terrorist financing activities. In this regard, the possession, transfer or use of assets derived from illegal activities, as well as the raising of funds for terrorist purposes, is prohibited; furthermore, all staff are required to report any evidence related to such activities to the Compliance departments.

3.3.6. INTERNAL COMMUNICATIONS CHANNEL

The Internal Communications Channel is the instrument established by MotoGP Group to enable employees, suppliers, customers and other stakeholders to submit enquiries, raise concerns, or report potential infractions or non-compliance, including on an anonymous basis. This channel is regulated by the Internal Whistleblowing Procedure, which defines its governing principles and guarantees, including the following:

- **Principle of independence:** procedures arising from reports will be managed with full objectivity and independence. The procedure includes the necessary mechanisms to prevent any potential conflict of interest during its processing.
- **Principle of tolerance and respect:** in line with MotoGP Group's firm rejection of any conduct contrary to its principles and current regulations, all members of the organisation are obliged to report any knowledge of such conduct.
- **Principle of confidentiality:** MotoGP Group guarantees maximum confidentiality regarding both the reports received and the information contained therein. It is expressly prohibited for personal data included in a report to be disclosed to anyone within MotoGP Group who is not responsible for its management or for implementing measures resulting from a conclusive investigation. This is without prejudice to the communication of data that must be disclosed to the competent authorities when the nature of the facts or the existence of judicial or administrative proceedings so require.
- **Principle of objectivity and honesty:** all actions carried out within the framework of this procedure will be guided by the criteria of absolute objectivity and utmost honesty.
- **Prohibition of retaliation:** the adoption of any measure involving retaliation or negative consequences against persons using the channel in accordance with the established terms of use is strictly prohibited. This does not prevent the adoption of appropriate measures when, following the corresponding internal investigation, it is unequivocally determined that a report is false or has been submitted maliciously.

The MotoGP Group Internal Communications Channel is managed through an external tool (*WhistleB*), which guarantees anonymity and whistleblower protection. The channel can be accessed via the link — <https://report.whistleb.com/dorna> — from any device with an internet connection. The operational management of the channel is handled by an external manager, which reinforces autonomy and confidentiality in the processing of communications.

Once a communication is received, it is the responsibility of the MotoGP Group Compliance Officer to:

- Manage the Internal Communications Channel and act as the liaison regarding the tool.
- Receive and register the reports submitted.
- Carry out the investigation of the facts, with the support of the internal departments that are competent based on the nature of the report.
- Prepare a report with the results of the investigation, determining whether the reported facts have been proven and proposing, where applicable, the appropriate corrective or disciplinary measures.
- Address enquiries and resolve any doubts that may arise regarding the Internal Communications Channel.
- Update and adapt this procedure to ensure its alignment with regulatory developments and business growth.
- Maintain the register of internal reports received.

Upon completion of the investigation, the *Compliance Officer* will:

- Issue a report including a documented and objective statement of the facts, as well as a reasoned assessment of the situation, in accordance with the approved Whistleblowing Report template.
- Propose actions to be taken and a draft resolution of the report, based on their knowledge and experience.

The findings of the investigation report will be escalated to the designated person as a "double check" measure. The MotoGP Group *Compliance Officer* and, where applicable, the *Compliance Committee*, will ensure that any type of retaliation against persons who have made enquiries, reports, or complaints in good faith is avoided. If the existence of retaliation, stigmatisation, or harassment is confirmed, those responsible for such conduct will be subject to investigation and, where appropriate, the corresponding disciplinary measures.

During the 2025 financial year, the following communications were received through the Internal Communications Channel:

- One communication relating to a potential case of workplace bullying (*mobbing*), processed in accordance with internal procedures in coordination with the *People Department*.
- One communication related to certain events occurring outside of Spain and linked to competitions that are not organised or managed by MotoGP Group; the whistleblower was informed of the *Compliance Committee's* lack of jurisdiction to handle the matter.
- Three communications, submitted by different individuals but referring to the same incident, which, due to the subject matter,

were referred to the investigating body designated under the workplace harassment prevention protocol.

- One communication that is currently under review.

3.3.7. ETHICS AND COMPLIANCE TRAINING

Continuous internal training on compliance is one of the pillars of MotoGP Group's Compliance system, covering areas such as the prevention of bribery and corruption, money laundering, corporate ethics and other potential regulatory breaches.

MotoGP Group provides its employees with detailed information on the content of applicable policies, along with specific materials regarding regulatory compliance. These resources are permanently accessible through the organisation's internal web portal.

3.4. HUMAN RIGHTS

As noted in the previous section, MotoGP Group's Code of Ethics sets out the organisation's commitment to the principles of the United Nations Global Compact. These are aimed at aligning its actions with respect for human rights, compliance with applicable regulations, the promotion of decent work, the protection of individual and collective freedoms and environmental preservation. These commitments also include a guarantee of non-discrimination and the prevention of corruption and bribery in all its forms.

These commitments have been formalised through the implementation of policies and procedures covering various areas of MotoGP Group's activity within its sphere of control. In this context, MotoGP Group has a specific Human Rights Policy. The purpose of this policy is to provide the Company with a defined framework and approach for developing effective management systems aimed at mitigating human rights risks and generating a positive impact in this area.

3.4.1. PREVENTION IN THE SUPPLY CHAIN

All contracts entered into MotoGP Group's suppliers and business partners, incorporate the obligation to comply with the Code of Ethics, the Anti-Corruption Policy and the organisation's sustainability criteria, which reflect MotoGP Group's commitment to the UN Global Compact principles.

Specifically, contracts relating to *merchandising* activities include a clause expressly prohibiting the use of child labour in manufacturing processes and allowing for audits of the relevant suppliers.

3.4.2. PREVENTION OF HARASSMENT WITHIN THE GROUP

MotoGP Group has an Equality Programme in place, which defines specific actions to prevent harassment and discrimination in our workplaces. This Programme seeks to promote a working environment free from any type of harassment, ensuring a respectful and fair environment for all.

Within the framework of the Equality Programme, in October 2025, the Equality Commission published and distributed the Sexual Harassment Procedure (agreed and signed in July 2024) via the People Portal. This procedure establishes clear guidelines for preventing and addressing any situation of sexual harassment in the workplace.

The Monitoring and Evaluation Committee for the Equality Plan is responsible for managing complaints related to sexual and gender-based harassment. It also promotes preventive and corrective actions and monitors the measures adopted to ensure their effectiveness.

3.4.3. PERSONAL DATA PROTECTION

In line with its Code of Ethics, MotoGP Group promotes respect for privacy by adopting the necessary security measures to ensure the proper processing of personal data, in accordance with applicable data protection and privacy regulations. To this end, the organisation ensures information confidentiality and ongoing respect for the legitimate rights of data subjects.

With this objective, during the 2025 financial year, all MotoGP Group employees received mandatory training on data protection and the principles of the General Data Protection Regulation (GDPR) via the internal employee portal. The aim of this training was to reinforce common knowledge regarding what constitutes personal data, the principles that should guide its processing and the importance of protecting the information of users, customers, employees and suppliers, as well as preventing mistakes that could have consequences for the organisation and individuals.

Furthermore, MotoGP Group has a specific data protection and information security procedure which serves as a benchmark for decision-making and the implementation of measures in this field. In the 2017 financial year, the organisation adapted the management of personal data across all of its activities to the provisions laid down in Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data (GDPR).

Additionally, in 2020, MotoGP Group appointed ECIJA Law as its Data Protection Officer (DPO), tasked with ensuring strict compliance with applicable personal data protection legislation within the organisation.

3.4.4. REPORTS OR ALERTS REGARDING HUMAN RIGHTS VIOLATIONS

During the 2025 financial year, no reports or alerts were recorded within the Group relating to potential human rights violations, nor to situations of discrimination or workplace or sexual harassment.

3.5. TAX TRANSPARENCY

MotoGP Group settles all applicable taxes in accordance with the current legal systems in all locations where we conduct business operations subject to various types of taxation. Our tax residence is in Spain, where we settle our direct taxes.

Tax Information for the period from 1 January to 31 December 2025, compared with 2024 data.

GROUP TAX INFORMATION (SPAIN)	€	
	2024	2025
Profits obtained	(11,358,044.55)	TBC*
Taxes paid on profits	22,163,055.53	TBC*
Grants received	-	-

* Figures pending confirmation. The data will be updated once the annual accounts have been finalised.

GROUP TAX INFORMATION (ITALY)	€	
	2024	2025
Profits obtained	(427,642.24)	TBC*
Taxes paid on profits	28,660.11	TBC*
Grants received	-	-

* Figures pending confirmation. The data will be updated once the annual accounts have been finalised.

The profits obtained by country correspond to the Individual Financial Statements and their relationship to corporate tax payments in each country, independent of the business groups that comprise the Group's Consolidated Financial Statements.

4. PUTTING PEOPLE FIRST



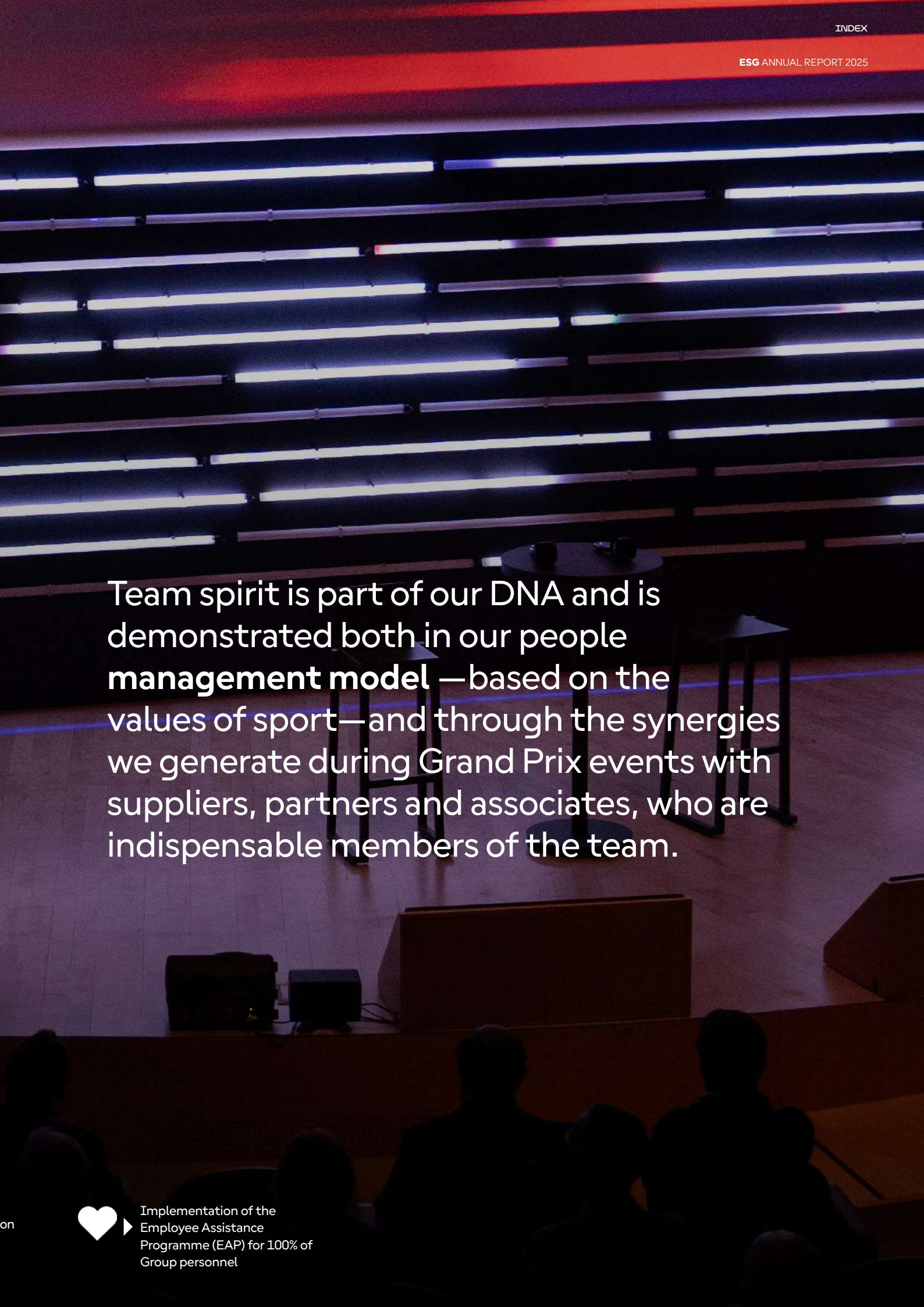
► Launch of the People Platform as a unified platform for people management (documentation, training, time tracking, Health & Safety and internal communications)



► Implementation of the Prevention and Action Protocol for cases of workplace bullying



► Approval of the Digital Disconnect Protocol



Team spirit is part of our DNA and is demonstrated both in our people **management model** —based on the values of sport—and through the synergies we generate during Grand Prix events with suppliers, partners and associates, who are indispensable members of the team.



Implementation of the
Employee Assistance
Programme (EAP) for 100% of
Group personnel

4.1. SOCIAL AND EMPLOYEE TOPICS

MotoGP Group has designed a corporate programme that aims to carry out a comprehensive digital transformation process between 2021 and 2025. As part of this effort, the launch of the People Platform in March 2025 marks a significant milestone in the operational implementation of several key areas:

- A corporate digital culture has been established, supported by values such as agility, transparency, flexibility, communication and empathy. This new digital environment places employees at the centre of the organisation's global transformation. The People tool facilitates and automates communication between employees and the relevant department regarding documentation, leave requests and other needs, recording these interactions in the user profile to ensure protocol transparency.
- Corporate processes are continuously reviewed with a critical perspective to adapt to the demands of the new digital era. The People Portal centralises all relevant employee programmes, such as payroll, time tracking, the health and safety platform and training links
- New digital tools are being introduced that reflect the core values of the corporate culture, along with new procedures, easily and clearly accessible to the entire Group. A notable example is the registration and distribution of corporate manuals and protocols, such as the Sexual Harassment Protocol, the Workplace Bullying Protocol and the Company Travel Manual, all available on the People Portal.
- Digital development via the portal has facilitated the effective implementation of training programmes for all employees, with a focus on English and other languages, in addition to an extensive catalogue of disciplines freely available through *LinkedIn Learning*.
- The data and analytics model are optimised to support decision-making in people management.

Company Day

A key milestone to highlight is the second edition of *Company Day*, held in January 2025, which brought together all employees from the various group companies for the 2025 season launch. The event addressed how to capitalise on new opportunities to strengthen the core assets of MotoGP™ and identified actions to attract new audiences.

4.1.1. EMPLOYMENT

Given the specific nature of its activity, MotoGP Group has defined an organisational structure divided into functional areas, which integrate the corresponding professional levels.

To ensure the correct distribution of these levels and the appropriate assignment of responsibilities, the organisation relied on an in-depth departmental analysis conducted by an external expert. This ensured an objective diagnosis tailored to the actual characteristics of each area.

The assignment of employees to a specific functional area and professional level is carried out according to criteria that assess, among other aspects, knowledge and experience, initiative, degree of autonomy, responsibility, management functions and job complexity. MotoGP Group has a personnel selection and hiring procedure whose principles and obligations prominently include the principle of non-discrimination and the pursuit of professionals with the highest level of qualifications, in line with the organisation's needs and objectives.

The Code of Ethics promotes equal treatment between women and men, particularly regarding access to employment, remuneration, training, classification and professional promotion. This commitment against any form of discrimination is also reflected in the recruitment procedure and the Equality Plan, which aims to guarantee the principle of equal pay, ensuring that remuneration is determined by job responsibility, skills, competencies and professional achievements.

MotoGP Group is committed to creating a high-quality work environment and attracting dedicated professionals, which enables it to carry out its activities under optimal conditions and achieve satisfactory results. This commitment is reflected in a low staff turnover rate, which supports the consolidation of long-term strategies and the effective return on investments made.



The following table details the positions included in the various professional levels of the Group structure:

LEVEL	NAME	INCLUDED GROUPS
1	Director	C-Level, Head of Department, Senior Director and Director
2	Senior Manager	Senior Manager
3	Manager	Manager, Legal Counsel, Senior Coordinator, Executive Assistants
4	Coordinator and Senior Technician	Coordinators and Senior Technicians
5	Administrative Support and Technical Assistant	Administrative staff and Technicians
6	Personal Assistant	Receptionists, Administrative Assistants and Technical Assistants



Number of employees broken down by country, age, gender and professional level:

Number of employees as at 31 December by country	2024			2025		
	Male	Female	Total	Male	Female	Total
Spain	403	189	592	414	199	613
Italy	7	9	16	8	9	17
Total	410	178	608	422	208	630

Age	2024	2025
20-30 years old	188	111
31-40 years old	200	218
41-50 years old	200	204
51+	90	97
Total	608	630

Number of employees as at 31 December by professional level	2024	2025
LEVEL 1	44	49
LEVEL 2	29	29
LEVEL 3	64	71
LEVEL 4	148	162
LEVEL 5	316	313
LEVEL 6	7	6
Total	608	630

Number of employees at 31 December by contract type	2024			2025		
	Full-time	Part-time	Total	Full-time	Part-time	Total
Indefinite	601	5	606	624	5	629
Temporary	2	-	2	1	-	1
Total	603	5	608	625	5	630

Annual average of permanent and temporary contracts by gender, age and professional level

Annual average of contracts by gender	2024						2025					
	Permanent Contract			Temporary Contract			Permanent Contract			Temporary Contract		
	Full-Time	Part-Time	Total	Full-Time	Part-Time	Total	Full-Time	Part-Time	Total	Full-Time	Part-Time	Total
Male	374	-	374	1	-	1	402	-	402	1	1	2
Female	178	4	182	1	-	1	199	5	204	2	-	2
Total	552	4	556	2	-	2	601	5	606	3	1	4

Annual average of contracts by age	2024						2025					
	Permanent Contract			Temporary Contract			Permanent Contract			Temporary Contract		
	Full-Time	Part-Time	Total	Full-Time	Part-Time	Total	Full-Time	Part-Time	Total	Full-Time	Part-Time	Total
20-30 years old	97	-	97	1	-	1	101	-	101	2	1	3
31-40 years old	188	2	190	0.5	-	0.5	208	3	211	1	-	1
41-50 years old	180	-	180	-	-	0	195	-	195	-	-	-
51+	87	2	89	-	-	0	97	22	99	-	-	-
Total	552	4	556	1.5	-	1.5	601	5	606	3	1	4

Number of employees as at 31 December by professional level	2024						2025					
	Permanent Contract			Temporary Contract			Permanent Contract			Temporary Contract		
	Full-Time	Part-Time	Total	Full-Time	Part-Time	Total	Full-Time	Part-Time	Total	Full-Time	Part-Time	Total
LEVEL 1	43	-	43	-	-	-	49	-	49	-	-	-
LEVEL 2	29	-	29	-	-	-	28	-	28	-	-	-
LEVEL 3	63	1	64	-	-	-	70	1	71	-	-	-
LEVEL 4	144	-	144	-	-	-	161	-	161	-	-	-
LEVEL 5	268	2	270	1	-	1	289	2	291	3	1	4
LEVEL 6	5	1	6	-	-	-	4	2	6	-	-	-
Total	552	4	556	1	-	1	601	5	606	3	1	4

Number of non-voluntary departures (dismissals) by gender, age and professional level

Number of non-voluntary departures by gender	2024	2025
Female	1	1
Male	5	1
Total	6	2

Number of non-voluntary departures by age	2024	2025
20-30 years old	-	-
31-40 years old	2	-
41-50 years old	4	-
51+	-	2
Total	6	2

Number of non-voluntary departures by professional level	2024	2025
LEVEL 1	-	1
LEVEL 2	1	-
LEVEL 3	-	1
LEVEL 4	2	-
LEVEL 5	3	-
LEVEL 6	-	-
Total	6	2

Average annual remuneration* by gender, age and professional level

Annual remuneration by gender	2024	2025
Female	68,954.44	51,867.97
Male	105,081.74	70,080.25

Average annual remuneration by age	2024	2025
20-30 years old	45,596.66	37,317.66
31-40 years old	78,632.49	50,863.63
41-50 years old	83,405.13	64,092.47
51+	196,395.08	118,600.42

Average annual remuneration by professional level		2024	2025
LEVEL 1	C-Level	2,240,438.79	841,742.16
	Head of Department, Senior Director and Director	201,381.16	162,129.82
LEVEL 2		165,873.19	82,349.89
LEVEL 3		114,984.00	72,389.22
LEVEL 4		65,564.80	51,266.81
LEVEL 5		48,640.32	42,122.16
LEVEL 6		31,002.97	28,257.15

*In line with best practices in transparency, the calculation of average remuneration includes extraordinary contributions linked to exceptional incentive plans, which are not part of the annual fixed salary or the bonus that the company may choose to award.

In the 2024 financial year, these remunerations increased significantly because of the payment of the Long-Term Incentive Plan (LTIP). These extraordinary incentives are, in most cases, variable and deferred payments and are considered a component of the compensation policy, as they aim to foster employee commitment and align their interests with the company's strategic objectives. This explains the specific increase observed in the 2024 comparison in regards to previous years, without implying any structural trend in the remuneration policy.

In the 2025 financial year, the calculation of average remuneration also incorporates a smaller extraordinary payment, corresponding to a special ratchet paid to the workforce by the former majority shareholders following the change in shareholding finalised in July 2025. Like the LTIP, this ratchet is exceptional, variable and non-recurring in nature and does not form part of the fixed salary or the bonus that the company may choose to award.

As a result, the year-on-year comparison reflects a decrease in average remuneration in 2025 compared to 2024, primarily explained by the lower weight of extraordinary incentives in 2025 versus the one-off impact of the LTIP in 2024. This evolution is due to the exceptional and non-recurring nature of both payments and does not necessarily imply a future trend in the evolution of remuneration.

Annual board remuneration	2024		2025	
	Mujer	Hombre	Mujer	Hombre
Executive Members	-	2,352,271.16	-	2,518,261.89
Independent Members*	110,000.00	-	55,000.00	-

*The Independent Member performs their duties on a part-time basis and without executive responsibilities. Their advisory work is carried out through participation in meetings of the Board of Directors and its various committees, as well as through meetings held periodically throughout the financial year.

Wage gap

Average annual remuneration by gender and professional level		2024			2025		
		Female	Male	Gap	Female	Male	Gap
	C-Level	-	2,240,438.79	No aplica	-	841,742.16	No aplica
LEVEL 1	Head of Department, Senior Director and Director	173,004.75	207,649.91	16.68%	169,477.37	160,314.46	-5.72%
LEVEL 2		181,220.28	158,104.12	-14.62%	84,270.43	81,223.08	-3.75%
LEVEL 3		107,103.19	119,167.49	10.12%	65,553.04	76,493.44	14.30%
LEVEL 4		62,895.52	66,842.46	5.90%	47,226.46	53,259.45	11.33%
LEVEL 5		44,622.29	50,736.07	12.05%	38,159.10	44,214.99	13.70%
LEVEL 6		32,014.66	29,005.93	-10.37%	28,006.87	28,817.22	2.81%

4.1.2. WORK ORGANISATION

At MotoGP Group, we adjust the organisation of working time according to the specific activities performed, establishing a maximum of 1,715 working hours per year, with a specific shift pattern agreed upon at each workplace.

Given the distinctive nature of our activities and workload requirements, our Collective Agreement specifies the possibility of using a variable distribution of working hours. This allows us, at certain times, to exceed the 9-hour daily limit to manage specific peaks in activity, such as event organisation. To balance the additional effort during these high-intensity periods, we have implemented compensatory measures including additional rest days and time off in lieu (TOIL) during periods of lower workload.

Furthermore, in alignment with local regulations ensuring stability in working hours, MotoGP Group has implemented a time-tracking system that guarantees control and transparency in the calculation of hours worked, thereby promoting a more equitable working environment in line with current legislation.

Right to disconnect

We recognise that, due to the unique nature of our business, working days may involve variable distributions which, although predictable, require careful management. Even in this context, MotoGP Group considers it essential to safeguard our employees' rest periods, adopting measures to prevent burnout and ensure a healthy work-life balance.

We aim to foster an organisational culture where employee wellbeing is a priority.

MotoGP Group has a Digital Disconnection Protocol that protects employees' right to reconcile their professional and personal lives and raises awareness among department heads regarding the importance of respecting schedules and annual leave. In this regard, we promote the rational use of electronic media and digital communication devices for professional matters during such periods.

Work-Life Balance

Our Equality Plan includes a series of measures designed to facilitate the reconciliation of personal and professional life for all employees, aiming to create an optimal working environment that fosters both motivation and loyalty within the Group.

These initiatives include holding meetings during work hours to respect rest periods, using video calls to reduce travel and minimise the impact on our team's personal lives and the option to adapt work schedules to meet the caregiving needs of children or dependent family members. Furthermore, we carry out awareness-raising actions on shared responsibility, promoting a culture of equality in the distribution of family and work responsibilities.

Remote working has been established as an essential tool for work-life balance. MotoGP Group has a Remote Working Agreement, approved by the Board of Directors, which gives each employee the choice between working from home and office-based attendance, allowing for greater autonomy based on their needs and the specific characteristics of each role. This agreement allows, in some cases, up to 100% remote work, adapting to the requirements of each function.

Other employee benefits

MotoGP Group employees on permanent contracts are provided with private medical insurance as an additional benefit, where the characteristics of their role require it. Furthermore, from the date they join the Group, all staff members are covered by personal accident insurance, life assurance and business travel insurance.

These benefits reflect our commitment to the wellbeing and safety of our employees, providing comprehensive cover both in and out of the workplace.

4.1.3. HEALTH AND SAFETY

Our duty toward the health and safety of our staff is clearly reflected in our Code of Ethics, which includes a series of essential commitments aimed at ensuring a safe and healthy work environment. Key commitments include:

- Ensuring workers have all the necessary measures to perform their tasks properly, minimising occupational risks.
- Respecting and complying with legal prevention guidelines and international standards set by the International Labour Organisation (ILO).
- Observing and applying public health principles, encouraging practices that promote collective wellbeing.

The scope and impact of our health and safety activities vary depending on the nature of the work, whether in our corporate offices or at sporting events at circuits worldwide.

Within the context of our offices, occupational risk prevention is adapted to the current legislation in the countries where we operate. In Spain, we follow Act 31/1995, of 8 November, on the Occupational Risk Prevention, while in Italy we comply with Act 123/2007, of 3 August, which addresses health and safety protection measures at work. To ensure compliance with these regulations, MotoGP Group cooperates with external prevention services: Quirón Salud in Spain and MF Ingegneria Srl in Italy, guaranteeing a meticulous and updated approach to safety matters.

The organisation of sporting events presents a particular set of challenges and hazards related to occupational health and safety.

These risks affect both our team and other collaborators, and they vary depending on the location and the characteristics of each task. To meet these challenges, we offer our employees full protection through occupational risk prevention, complemented by specific insurance policies contracted for this purpose. Likewise, we strictly implement and follow the safety protocols in force in each of the countries where competitions are held, adapting to local regulations and international best practices.

MotoGP Group's insurance coverage includes all employees, ensuring their protection during the performance of their activities. In the case of external collaborators, such as freelancers and suppliers, we ensure that they meet the coverage parameters established by the Group, possessing their own insurance to cover the risks associated with their work.

Motorcycling competitions are organised under the supervision of the FIM, which establishes and applies specific health and safety guidelines detailed in its Medical Code. It is imperative that local occupational health and safety regulations are applied at every track, guaranteeing rigorous compliance with the necessary measures to preserve the integrity of all participants.

This comprehensive approach reinforces our continuous commitment to health and safety, establishing a solid framework that protects our personnel and collaborators across all our activities.

Occupational risk prevention

MotoGP Group has implemented an Occupational Risk Prevention Plan applicable to all workers, both at the facilities of the various group companies and during events. This procedure is reviewed annually with the purpose of adapting it to any legislative updates or new situations that were not previously foreseen. Through this procedure, MotoGP Group commits to:

- Establishing and developing a comprehensive occupational risk prevention system, fully incorporated into all activities, decisions, technical processes and work organisation, covering the conditions under which work is carried out and applied at all hierarchical levels of the company.
- Providing all necessary resources to guarantee that workers receive complete and timely information regarding the risks linked to their safety and health at work, as well as the protection and prevention measures and activities implemented. This also includes the dissemination of first aid protocols and the training necessary for their correct application.

For emergency situations in our offices, MotoGP Group has a protocol prepared by the external prevention service, the objective of which is to comply with the requirements of current legislation in all our facilities. This protocol establishes emergency measures

and organises human and material resources to ensure fluid communication, the rapid and safe evacuation of personnel and immediate intervention in critical situations. Emergency measures were updated in 2025, preparing staff at the different facilities for the execution of emergency drills in 2026. This preparation consisted of an initial phase involving the briefing of emergency team members regarding their functions. Additionally, coordination with external assistance services and collaboration in emergencies with other companies operating at the workplace are contemplated.



Regarding the organisation of sporting events, MotoGP Group deploys a highly specialised medical team, composed of top-level experts in emergency care and traumatology from Quirón Salud. This team offers medical care to both riders and paddock members, reinforcing the local medical services provided by the circuits. This comprehensive approach ensures efficient and rapid medical care, maximising the safety and protection of all participants in the competitions.

With these actions, MotoGP Group reaffirms its persistent commitment to health and safety, proactively adapting to the needs of the professional and sporting environment and complying with the highest standards of prevention and emergency response.

During 2025, the signed agreement that enabled the Quirón Prevención MotoGP™ Health Centre at each MotoGP™ Grand Prix in the paddock has continued, with the purpose of providing world-leading medical and physiotherapy services, offering preventive care and treatments to help riders recover and prepare for competitions. The medical and physiotherapy care has been extended to MotoGP Group personnel on those occasions where potential discomfort or an incident similar to an accident of musculoskeletal origin has been detected.

In the 2025 financial year, the "Protocol for Prevention and Action in Cases of Workplace Harassment" was implemented, the objective of which is to define guidelines that allow individuals within the Group to identify a possible situation of workplace harassment, to resolve discriminatory situations and, where appropriate, reduce their consequences, guaranteeing people's rights. The person in charge has been appointed, as well as the Investigative Commission established by the procedure itself.

During 2025, the "Emotional Support Programme" (PAE) was also launched through *Affor Health*, which provides 24/7 psychological support to Group personnel (via call or video call) from anywhere in the world. The programme also includes offering training in various subjects addressing potential psychosocial risks. The presentation of the service was conducted via a webinar directed at all group personnel, followed by the enrolment in the service while complying with the strictest employee Data Protection standards.

Transversely, changes have been established for conducting activities at those Grand Prix where exposure to extreme temperatures (heat) is anticipated; these have involved changes in work schedules, ensuring the provision of continuous hydration and the setting up of rest areas in climate-controlled zones, among other implemented measures.

During 2025, the use of management software integrated with the People portal was implemented, where workers can log in to sign various pieces of information regarding occupational risk prevention and emergencies, receive personal protective equipment, etc., thus automating several relevant processes in the field of occupational risk prevention.

During this same period, training was conducted for new employees regarding the risks present in their jobs and renewal courses were held for safety training in forklift handling for those employees where

applicable, as such training is valid for five years. Likewise, training has been provided for the operation of mobile elevating work platforms after the detection of such a need, as well as training in work at heights (IRATA level 1).

Meetings have continued between the circuit *Health and Safety* personnel, the MotoGP Group Health and Safety manager and IRTA (*International Road-Racing Teams Association*) personnel, with the aim of establishing channels for collaboration and improvement in the supervision/inspection tasks of all agents involved at each circuit. To this end, Health and Safety has been present at all Grand Prix held during the 2025 world championship. As a result of these visits, reports are issued mentioning potential "non-conformities" and/or "observations" at the various Grand Prix. Special attention has been paid to those activities involving greater danger, such as work at heights and the driving of forklifts/use of elevating work platforms.

Track safety

The comprehensive management of all aspects related to rider safety constitutes one of MotoGP Group's primary responsibilities within the sporting field. This work is carried out in close coordination with the FIM, the body responsible for the homologation of circuits and for ensuring compliance with sporting and technical regulations. Additionally, MotoGP Group collaborates with the various circuits responsible for implementing security services during the events. The organisation allocates all necessary resources to the continuous improvement of competition safety, with the goal of ensuring a competitive and safe sporting environment.

MotoGP Group's active participation in the Safety Commission, composed of FIM safety officials and open to the participation of all riders, reinforces this commitment. These meetings are held at every Grand Prix to analyse and address any situation that may arise during the competition, allowing for the consensus of long-term improvement plans or, when necessary, the adoption of immediate corrective measures.

The supervision and development of safety-related aspects, as well as the introduction of modifications to technical and sporting regulations, fall under the responsibility of the Grand Prix and SBK Commissions. These commissions are made up of representatives from the FIM, MotoGP Group, the teams and the manufacturers' associations participating in the championships. Decisions made must subsequently be ratified by the *Permanent Bureau*, composed of the top leadership of the FIM and MotoGP Group.

The coordinated work of these commissions, along with advancements driven by motorcycle and rider protective equipment manufacturers, creates a high-value testing environment for road safety innovation. The technology applied to racing motorcycles and passive protection systems for riders is progressively transferred to the general market, contributing to a constant improvement in safety for end users.

In this context, during the 2025 financial year, the *Permanent Bureau* approved new safety measures, adding to those already implemented

in previous years, with the objective of continuing to strengthen rider protection. These measures are grouped into four main areas: equipment, medical services, track safety and circuit safety.

Rider equipment

The new certification and labelling system for leathers, gloves and boots established by the FIM has been implemented, becoming mandatory for all manufacturers as of 2024. In parallel, new testing methods for the homologation of these elements are being analysed.

Furthermore, only helmets featuring a valid FIM Homologation Label are permitted. The FRHPhe-01 standard will cease to apply, making way for the FRHPhe-02 standard starting 1 January 2026, which establishes more demanding safety and quality requirements. Some helmet manufacturers have already obtained this homologation for the 2025 season, while others are in the process of securing it for 2026.

These developments are representative examples of how high-level motorcycle competition drives the development of advanced active and passive protection systems, introducing technological innovations that later have a clear application in road traffic, benefiting non-professional motorcycling enthusiasts.

Medical services

The FIM Medical Commission, together with the FIM Medical Officer and the MotoGP™ Medical Director, has updated the FIM Medical Code during the 2025 season with the goal of improving various procedures and associated documentation. Within this framework, a new protocol for assessment and action following contusions has been implemented, ensuring that applied treatments are appropriately adjusted to the severity of the injuries. Work also continues on optimising medical assistance times for riders in the event of a crash.

Rider Safety

During the 2025 financial year, the implementation of the crash detection system was completed. Its introduction began in 2024, and it has evolved to reach a high level of precision. This system provides immediate information on crashes at any point of the circuit, eliminating potential detection failures or communication delays by track marshals.

Likewise, progress continues on the monitoring system based on the motorcycle's GPS position on the track, aiming to provide more detailed information to FIM stewards regarding potential infractions. MotoGP Group is working on the development of a new module to increase the precision and volume of available data, for both safety and sporting purposes.

Starting in the 2026 season, the use of an electronic module integrated into the leathers will be mandatory in the MotoGP™ category. This will provide the rider's GPS position and, when technically possible, allow for the transmission of audio messages from Race Direction to the rider.

Development has also continued the warning system for riders when they approach high-risk areas resulting from track incidents. MotoGP Group, the FIM and equipment manufacturers are conducting the necessary studies for the implementation of audio devices integrated into the helmet to allow for the direct communication of alerts. Following the testing phase during the 2025 season, the communication system will be progressively implemented for all riders in the MotoGP category in 2026.

On 9 November 2025, the *Grand Prix Commission* approved the incorporation of significant changes to the sporting regulations regarding safety to limit the possibility of riders rejoining the track after a crash, with the aim of minimising risk situations for all competitors and marshals.

Finally, financial penalties have been introduced for exceeding pit lane speed limits; these have had a clear deterrent effect and contributed to a significant reduction in these types of infractions during the 2025 financial year.

Circuit safety

MotoGP Group and the FIM, in collaboration with the University of Padua, continue to develop a research project oriented toward improving a tool for analysing motorcycle dynamics. The main objective is to perform advanced simulations that provide key information to guarantee and optimise safety conditions in both new and existing circuits.

The performance of MotoGP™ category motorcycles is evaluated annually to verify that the models used in simulations accurately reflect real performance. In parallel, all circuits are reviewed and re-evaluated, identifying opportunities for improvement and implementing new measures to reinforce their safety.

For new circuits, detailed simulations of the layout and run-off areas are carried out to ensure compliance with the safety standards required by the FIM: Grade A for MotoGP™ and Grade B for WorldSBK. In this way, it is guaranteed that any circuit joining the championship meets the necessary conditions for the proper protection of riders.

The next step in the evolution of this tool will involve a specific study on the dynamics of MotoGP™ motorcycles under the new technical regulations planned for 2027, which will allow for the continued adjustment and optimisation of safety levels in a context of continuous technological evolution.

Health promotion

As part of our commitment to maintaining the health status of our employees and in compliance with the provisions of Article 22 of Act 31/1995, of 8 November, on the Occupational Risk Prevention, the annual health surveillance campaign was carried out following the proposal from the medical department of the Quirón Prevención external prevention service.

In the 2025 annual campaign, 315 medical check-ups were performed, equivalent to 54% of the workforce. These reviews followed general basic health parameters, including blood and urine analysis and audiometry, as well as tests linked to specific health protocols related to each job position. Likewise, a section regarding psycho-emotional health was incorporated.

The *Health and Safety* department has continuously sent relevant information regarding health prevention to be considered during various trips, such as measures to combat dengue in Argentina.

Number of professional accidents with or without medical leave by gender:

Professional Accidents by Gender	2024	2025
Female	1	3
Male	4	3
Total	5	6

Occupational Accidents Resulting in Medical Leave	2024	2025
With Leave	1	2
Without Leave	4	4
Total	5	6

Health and Safety Performance Indicators

Health and Safety Indicators	2024			2025		
	Total	Males	Females	Total	Males	Females
Net Accident Frequency Rate	1.24	1.24	-	1.98	0.99	0,99
Accident Severity Index	0.01	0.01	-	0.11	0.085	0.026
Occupational Disease Rate	0	0	0	0.99	0.99	0

Absenteeism

To calculate absenteeism hours, professional contingencies (work accidents, pregnancy and breastfeeding risks and childcare) and common contingencies (non-work accidents and common illness) have been considered. The total number of absenteeism days was 3,444; therefore, the total absenteeism hours amounted to 27,552.

Absenteeism Hours	2024	2025
Female	7,672	10,256
Male	14,784	17,296
Total	22,456	27,552

4.1.4. LABOUR RELATIONS

At MotoGP Group, we maintain a firm and positive relationship with trade unions, recognising the importance of their role in defending and promoting the labour rights of our workers. This cooperation seeks to establish channels for dialogue and communication to address the needs and expectations of our staff, contributing to a fair, equitable and respectful work environment.

We have our own collective bargaining agreement that regulates the working conditions of all employees at our facilities in Spain. This agreement provides a common regulatory framework that ensures equity, transparency in labour relations and the continuous improvement of working conditions. In November 2025, the employees' legal representatives (RLT) formally expressed their intention to bring the collective bargaining agreement to the end of its term, which, in labour-law terms, entails the formal notice of termination of the agreement to initiate negotiations with the company with a view to drafting a new collective agreement. During that same month, both the company and the social representatives held their first meeting, forming the Negotiating Table, which will have one year to reach the necessary agreements and draft this new internal regulatory framework represented by the collective agreement.

In Italy, our employees are covered by the *"Contratto collettivo nazionale delle aziende del terziario"* which regulates labour relations in the country's tertiary sector, ensuring compliance with local labour regulations and standards.

Percentage of employees covered by collective bargaining agreements by country

Country	2024	2025
	Employees covered by a collective agreement (%)	Employees covered by a collective agreement (%)
Spain	100%	100%
Italy	100%	100%
Total	100%	100%

The MotoGP Group Works Council in Barcelona was elected in 2020 to represent the workers in that city. This Committee serves as a liaison between management and employees, promoting initiatives that improve their well-being and ensuring respect for their rights. In November 2024, the second union elections were held at MotoGP Group Barcelona. Likewise, at our centres in Madrid and San Fernando de Henares we have two union representatives, one in each location, who play a crucial role in representing employees at the local level.

Our commitment to respecting labour rights and improving working conditions is reflected in our constant willingness to maintain an open and productive dialogue with union representatives, promoting an environment that favours the development and satisfaction of all our workers.

Various commissions continuously support the well-being of our employees. Notably among them are the Equality Commission and the Health and Safety Commission, which work on key initiatives for the advancement of labour conditions.

The Equality Commission continued working throughout 2025 on preparing the necessary diagnostics for the update of the Equality Plan.

4.1.5. TRAINING

At MotoGP Group, our commitment to the training and professional progress of our collaborators is reflected in our Code of Ethics, which highlights the importance of promoting programmes that allow our employees to stay updated on the knowledge and skills necessary to perform their functions optimally. Through these initiatives, we seek not only to improve the efficiency and quality of work but also to contribute to the fulfilment of our corporate objectives and foster a culture of continuous learning.

During the 2025 financial year, we carried out various training activities to boost the safety, health and professional development of our staff. These activities include mandatory and fundamental training in Health, Safety and Environment (HSE), as well as occupational risk prevention.

We have also offered language courses in English and Italian to improve our employees' linguistic skills, as well as training in content production, video editing and digital management. As part of the implementation of the time-tracking tool, we have provided specific training to ensure its proper and effective use.

The training sessions conducted throughout the year included, among others, mandatory training in HSE and occupational risk prevention; compliance modules (anti-corruption, ethics, internal policies, procurement fraud, cybersecurity and information protection); data protection training (DPO); technical and operational training linked to audiovisual activity and event organisation (such as radio communications and IP video systems); professional development programmes in leadership, communication, digital tools, artificial intelligence and analytics; language courses (Spanish, Italian and English); as well as specific training in sustainable event management (ISO 20121) and sustainability.

Digital development through the portal has also allowed for the effective implementation of training for all employees, especially in learning English through the IBOUX platform and other languages necessary for professional growth. Furthermore, a broad catalogue of courses in various disciplines is available for free access through the *LinkedIn Learning* catalogue.

Hours of training by occupational category

Hours of Training by Occupational Category	2024	2025
LEVEL 1	125	236
LEVEL 2	152	322
LEVEL 3	344	352
LEVEL 4	781	1.002
LEVEL 5	1.191	1.694
LEVEL 6	17	23
TOTAL	2,610	3,630

These training initiatives reflect MotoGP Group's firm commitment to professional development and the continuous improvement of our employees' skills, thereby promoting their growth within the organisation and strengthening their readiness to face the challenges of today's working environment.

4.1.6. EQUALITY

While MotoGP Group has had an Equality Plan approved since 2019 in compliance with Organic Law 3/2007, of 22 March, the negotiating table for the Equality Plan was established in 2022 with the Legal Representation of Workers (RLPT). Since then, the organisation has been working on its review and update within the framework of social dialogue and in accordance with current regulations.

This Equality Plan, currently in force, includes a series of initiatives distributed across ten essential areas, oriented toward both general and specific goals. These areas are as follows:

- Responsible area
- Access to employment
- Training
- Professional promotion
- Remuneration
- Conciliation and co-responsibility
- Communication
- Occupational Health and Safety
- Prevention and action against gender-based violence
- Protection against workplace harassment

Each of these areas contains specific actions to advance toward real and effective equality between men and women at all levels of the company.

Annual monitoring and review of the Equality Plan are the responsibility of the Equality Monitoring Commission, established on 19 April 2022. This commission is composed of company and employee representatives, and its primary mission is to ensure the correct implementation of the agreed measures, evaluate their effectiveness and suggest possible improvements.

Through this Plan, MotoGP Group reaffirms its commitment to creating a more inclusive, fair and discrimination-free work environment, promoting equity and the continuous improvement of working conditions for all employees.

Promoting equality in events

At MotoGP Group, together with the Fédération Internationale de Motocyclisme (FIM), we recognise both our responsibility and the opportunity to lead motorcycling into a new era characterised by greater inclusion and diversity. Our goal is to advance towards a more visible and accessible environment in which anyone, regardless of gender, feels welcome and safe, both on and off the track. In this context, we work specifically to expand development, participation and growth opportunities for women in motorcycling, positioning the

sport not only as a space where stereotypes are challenged but also as an agent of social change aligned with the diversity of today's society.

In line with this commitment, the WorldWCR was announced in 2023, the first women-only motorcycle road racing championship, with its inaugural season taking place in 2024. This competition was created to break down gender barriers and provide equal conditions for all participants, ensured through the use of a single motorcycle model, the Yamaha R7, which guarantees the availability of the same resources in a top-level competitive environment. Through the WorldWCR, we expand women's access to global competition platforms, foster greater female representation and consolidate a model based on fairness, equal opportunities and competitive spirit, where talent and determination are central.

Our commitment to inclusion also extends internally. The recruitment and hiring process is designed to promote, wherever possible and in accordance with the requirements of each role, the integration of people from minority groups and individuals with diverse abilities, as part of our strategy to foster a diverse and equitable work environment. Currently, our workforce includes two employees with functional diversity, whose contributions strengthen the organisation's plurality. Additionally, we maintain active collaboration with the Aura Foundation, aimed at facilitating the social and professional integration of people with disabilities, especially in cases where, for organisational reasons, it was not possible to expand these hires during the 2025 financial year.

Regarding accessibility, we ensure that our facilities in Madrid, Barcelona and Rome are equipped with the infrastructure and technical elements necessary to guarantee full accessibility, including lifts, ramps, adapted restrooms, suitable work and meeting spaces and reserved parking spaces. These measures not only facilitate mobility for people with functional diversity but also contribute to creating an accessible environment for everyone. Similarly, we work closely with suppliers and event organisers to ensure that the circuits and other facilities hosting our events are adapted to accessibility needs, promoting inclusive spaces for employees, fans and participants.

At MotoGP Group, we maintain a strong commitment to the continuous improvement of accessibility and inclusion across all our activities, fostering an environment where everyone, regardless of their abilities, can fully develop and participate.

4.1.7. DIVERSITY

At MotoGP Group, we are fully aware of the additional challenges faced by people with functional diversity, whether due to a congenital condition, illness, or accident. In this context, we actively promote the acceptance, respect and integration of all differences, both visible and invisible, within our organisation. We firmly uphold the dignity and value of every individual, without any prejudice, discrimination, or exclusion.

Our commitment to inclusion is reflected in our recruitment and hiring process, designed to facilitate the integration of people from

minority groups and individuals with disabilities, whenever possible and in line with the specific requirements of each role. This inclusive approach is part of our strategy to create a diverse and equitable work environment.

Currently, our workforce includes two employees with functional diversity, who actively contribute to the company's success and diversity. Additionally, we work closely with the Aura Foundation, a non-profit organisation aimed at facilitating the social and professional integration of people with disabilities. This partnership reinforces our commitment to inclusion, especially in situations where, for organisational reasons, it was not possible to hire additional employees with disabilities during 2025.

Regarding accessibility in our facilities, we ensure that our buildings in Madrid, Barcelona and Rome have the infrastructure and technical elements necessary to guarantee full accessibility. This includes lifts, ramps, adapted restrooms, spacious and suitable work and meeting areas, as well as reserved parking spaces. These facilities not only make mobility easier for our employees with functional diversity but also ensure an accessible environment for everyone.

Likewise, we work closely with our suppliers and event organisers to ensure that events held at circuits and other venues are fully adapted to accessibility requirements. This includes the adaptation of spaces and services, contributing to the creation of an inclusive and accessible environment for our employees, fans and participants.

At MotoGP Group, we remain committed to the continuous improvement of accessibility and inclusion across all our activities, promoting an environment where every person, regardless of their abilities, can fully develop and participate.

4.2. RELATIONSHIP WITH THE SUPPLY CHAIN: THE EXTENDED PADDOCK FAMILY

The staging of the Grand Prix of all championships managed by MotoGP Group, as well as their broadcasting throughout the world, is only possible thanks to the collaboration of hundreds of suppliers and business partners, whose expertise and dedication are fundamental to the Group's success. They are joined by suppliers outside the paddock, who work directly with our offices in Spain and Italy.

4.2.1. ETHICAL AND ENVIRONMENTAL MANAGEMENT

In line with our Code of Conduct, the procedures for selecting suppliers are governed by criteria of objectivity, impartiality and transparency, with the aim of avoiding any possible conflict of interest and ensuring that all decisions are made fairly and equitably. These processes are designed to guarantee that the chosen strategic partners meet the standards in terms of quality, efficiency and social responsibility.

We recognise that suppliers are a fundamental pillar in our value chain, playing a key role in the success and sustainability of our operations. For this reason, we require our partners to align with the principles of ethical management, environmental responsibility and regulatory compliance that underpin our business model. To strengthen this commitment, we communicate our expectations and standards through the *ABC Policies* and *Business Partners Standards*, which establish clear guidelines in areas such as respect for human rights, business ethics, anti-corruption and environmental protection.

Additionally, we carry out ongoing evaluation of our suppliers to ensure they comply with these standards. In this way, we foster business relationships based on mutual trust, transparency and long-term sustainability.

Supplier relationships are managed by various departments within our organisation, depending on the product or service required. Each department is responsible for ensuring that selected suppliers not only meet the necessary technical and operational requirements but also comply with the ethical and sustainability principles defined by MotoGP Group. This collaboration is articulated through specific contracts that include ethical compliance clauses, as well as obligations regarding corporate social responsibility and environmental management.

Through these practices, we reaffirm our commitment to promoting a responsible supply chain that contributes not only to operational excellence, but also to sustainable development and the fulfilment of our business and social objectives. Each year we update the sustainability guidelines that we send to all teams and companies participating in our championships, serving as a framework for integrating new procedures and initiatives relating to social and environmental matters.

4.2.2. SUPPLIERS WITH PURPOSE

MotoGP Group has a specific procedure for selecting and contracting suppliers, aimed at identifying and forming a relationship with those

who demonstrate ethical behaviour consistent with the organisation's values. This process is essential for establishing and maintaining business relationships based on integrity, responsibility and mutual trust.

In line with its Code of Conduct, supplier selection processes are governed by criteria of objectivity, impartiality and transparency, with the aim of preventing possible conflicts of interest and guaranteeing fairness in all business interactions. Likewise, suppliers are expected to act in accordance with the ethical, environmental and compliance principles that underpin the Group's business model.

To ensure compliance with these standards, MotoGP Group communicates its expectations through its *ABC Policies* and *Business Partners Standards*, which establish clear guidelines in areas such as respect for human rights, business ethics, anti-corruption and environmental protection. Among the principles and obligations for suppliers are:

- **Equal treatment and non-discrimination:** personal relationships that could influence the supplier selection process are prohibited. Likewise, suppliers must adopt and adhere to the values set out in MotoGP Group's Code of Conduct, avoiding any preferential relationship with public or private entities. Similarly, any unequal treatment on grounds of race, sex, religion or other personal circumstances is prohibited, promoting an environment based on equality and respect.
- **Crime prevention systems for potential suppliers:** MotoGP Group requires that its suppliers have adequate crime prevention systems, including robust internal policies and controls. They must also hold the relevant certifications and provide information regarding the Compliance Officer within their organisation.

In line with these principles, MotoGP Group promotes various collaborative initiatives with suppliers and supports proposals that favour joint development, which often translate into market improvements, contributing to enhanced experience and safety for motorcycle users globally. Notable agreements and projects include:

- **Logistics and transport:** an ongoing partnership with the road transport provider ensures that the entire permanent fleet used in logistics operations runs on HVO (*hydrotreated vegetable oil*) biofuel, thereby reducing the CO₂ emissions associated with road transport.
- **Innovation and circular economy:** within the MotoE™ championship, during the 2025 season Michelin has continued to use the MotoGP™ paddock as an environment for testing its products under real racing conditions, allowing it to develop tyres with higher recycled and sustainable material content, thus contributing to its circular economy initiatives.
- **Electric mobility:** Vmoto Soco, a leader in zero-emission electric transport, has supplied electric scooters during MotoE™ and MotoGP™

events, providing our employees with emission-free transport solutions in the paddock.

• **Health and wellbeing:** during 2025, we have maintained our collaboration with Quirón Salud to ensure comprehensive medical coverage throughout each Grand Prix, including before and after the events. We have also strengthened and consolidated the implementation of the Quirón Prevención MotoGP™ Health Centre in the paddock at all FIM MotoGP™ Grand Prix held in Europe. This initiative, launched in 2024, guarantees agile, effective and high-quality access to healthcare services, further bolstering our commitment to the safety and wellbeing of both participants and attendees.

• **Temporary infrastructure and production:** AMG Event Services, a supplier of temporary facilities structures at events throughout Europe, applies sustainability criteria in material selection, waste reduction, logistics optimisation and reuse of elements in the MotoGP™ VIP Village™. Throughout the 2025 season, we have continued to favour recycled, reusable and multi-cycle materials, as well as solutions that improve energy efficiency and reduce environmental footprint.

- Reuse of MotoGP™ VIP Village™ furniture from previous seasons, reducing the need to manufacture new elements, thus minimising costs and extending their lifespan.

- Increased use of recycled plastic, eco-friendly fabrics and wood from responsibly managed forests in structure construction.

- Promotion of recycling and the reuse of materials. One example is carpet recycling, giving carpets a second life as protective material during transport. Another case is the recycling of aluminium structures, which are melted down to manufacture new elements for use at events.

- Use of hybrid generators and transport for the MotoGP™ VIP Village™, with the aim of improving energy efficiency and reducing environmental footprint.

- Optimisation of logistics during the production phase through lorry load studies, which maximise each vehicle's capacity and reduce the number of journeys required per event, thereby decreasing CO₂ emissions.

- Use of Bolon modular flooring manufactured from green waste, which cuts material usage by up to 70% and reduces energy consumption as the moulds enable low-temperature production. Additionally, the polyurethane foam employed is a lightweight, recyclable material with a reduced carbon footprint.

• **Catering and waste management:** Vilaplana Catering, a company belonging to the Compass Group, serves as the official catering supplier for the MotoGP™ VIP Village™ at Grand Prix organised within

the European Union. Its commitment to sustainability is reflected in various initiatives that both improve the event experience and reinforce environmental responsibility, in line with MotoGP Group's values. Notable among these initiatives is the use of locally sourced raw materials and products with animal welfare certification, which supports the local economies around the circuits and guarantees high-quality, environmentally respectful catering. Examples include:

- Throughout 2025, we have continued the work initiated in 2024, minimising waste generation through the use of reusable materials and eliminating single-serve packaging.

- Food service continues to focus on reducing food waste by adjusting quantities according to the number of event attendees, largely thanks to partial on-site production. We also continue to work closely with local food banks.

- Total food waste: approximately 1,100 kg.

- Total donations: approximately 2,200 meals.

- We continue to collaborate with local waste segregation managers at each circuit, adapting to applicable regulations and raising awareness among work teams about the importance of proper waste management.

- The HSEQ department continuously reinforces staff training and awareness through training sessions and ongoing monitoring.

- Local hiring remains a priority, with more than 870 new members of staff recruited during the year.

Logistics optimisation: in 2025, we have continued working with the e-paddock supplier Mobiele Units, which implemented an innovative collapsible container system, significantly reducing the number of lorries required for transport, thereby optimising logistics and minimising environmental impact.

Additionally, MotoGP Group maintains strategic partnerships with other key suppliers within the championship ecosystem, including:

- **Alpinestars:** a leader in protective system innovation, with whom we continue to develop advanced technologies aimed at enhancing rider safety.

- **Michelin:** official tyre supplier of MotoGP™, which is actively developing increasingly sustainable solutions. The compound used in the MotoE™ category in 2025 is made of 58% recycled material in the front tyre and 56% in the rear.

- **DHL:** a strategic partner in sustainable transport solutions, whose collaboration helps reduce our carbon footprint through the introduction of more efficient and environmentally friendly logistics practices.



- **Sportradar:** a specialist in sports betting fraud prevention, with whom we work closely to guarantee the integrity and transparency of competitions.
- **LaLiga:** an entity with which we develop joint initiatives aimed at combating piracy in the audiovisual sphere, protecting intellectual property rights and promoting legal and equitable content distribution.
- **Regina:** official chain supplier for MotoE[™], which has developed the HPE 520 chain, a product with a significantly more sustainable profile thanks to its high durability. This chain requires no lubrication, eliminating lubricant spray during use and notably reducing its environmental impact.
- **Petronas:** official fuel supplier, which has launched an innovative fuel composed of 40% non-fossil biofuel for the Moto2[™] and Moto3[™] categories, representing a leap forward in terms of emissions reduction.
- **BMW:** the safety car for the 2025 MotoGP[™] season is the BMW M5 Touring, equipped with a M Hybrid powertrain, in which a high-revving V8 engine combines with an electric motor that provides instantaneous power. In both the Saloon and Touring versions, the BMW M5 MotoGP[™] safety car offers an efficient and environmentally friendly solution without compromising performance. Additionally, the BMW M Shuttles fleet used in the MotoGP[™] VIP Village[™] for transporting guests using the Service Road service comprises both hybrid and electric vehicles.



5. GEARING UP FOR A SUSTAINABLE STRATEGY

Integrating sustainability into every decision, embracing our role as leaders and agents of change on the global stage.



► Organisational decarbonization plan defined for Scope 1 and 2 emissions



► Renewal of ISO 20121 certification as a framework for sustainable event management



► 20 Grand Prix with environmental initiatives and 18 with social initiatives implemented during 2025



5.1. ENVIRONMENTAL MANAGEMENT AND SUSTAINABLE EVENTS SYSTEM

The environmental impact arising from MotoGP Group's activities is primarily concentrated in the organisation and staging of sporting events. In contrast, administrative operations conducted in offices have, by their very nature, limited impact on the environment. In view of this duality, MotoGP Group takes a precautionary stance and adopts differentiated management approaches depending on the area of activity, all within a shared corporate culture that prioritises risk prevention and respect for the environment.

5.1.1. ENVIRONMENT MANAGEMENT AND IDENTIFIED IMPACT FRAMEWORK

MotoGP Group has an environmental management framework that integrates the principles of prevention, impact minimisation and regulatory compliance across all its activities. This framework covers both corporate operations conducted in offices and the organisation and execution of events, adapting management measures to the nature and magnitude of the impacts associated with each area.

In this context, MotoGP Group identifies and manages the main environmental impacts associated with both its offices and the staging of Grand Prix:

IN OFFICES	AT GRAND PRIX
Employee commutes	Travel and accommodation for employees, teams, suppliers and fans
Paper consumption	Transportation of machinery and materials
Electricity consumption	Installation of facilities
Drinking and sanitary water consumption	Preparation of circuit access routes
Treatment of disused electrical and electronic equipment	Energy and water consumption
Vehicle engines	Noise emissions
Municipal-type waste	Waste generation
	Spectator management

5.1.2. ENVIRONMENT MANAGEMENT IN OFFICES AND EVENTS

In offices, MotoGP Group has a comprehensive environmental procedure that reflects its commitment to environmental protection and the prevention of potential environmental offences. This procedure is integrated across all the organisation's activities and decisions, covering both technical processes and work organisation at all levels of the hierarchy.

The organisation explicitly prioritises the prevention and minimisation of pollution arising from its operations, ensuring compliance with applicable environmental regulations and the adoption of good practices in areas such as the efficient use of paper, electricity and water and proper waste management, including end-of-life electrical and electronic equipment, vehicle engines and other devices.

MotoGP Group is committed to providing its employees with the necessary resources and tools to understand the environmental risks associated with their activity, as well as the available protection and prevention measures. As such, it has established clear guidelines for the responsible use of products and resources and for proper waste segregation and management, in line with current environmental practices.

The Administration, Maintenance and Prevention Department is responsible for managing essential services at the facilities, such as lighting, cleaning, ventilation and air conditioning systems, as well as for monitoring resource consumption and waste management. The Legal Department is responsible for reviewing and updating applicable environmental regulations, ensuring legal compliance and aligning internal policies with current regulatory standards.

During events, MotoGP Group applies specific sustainability guidelines aimed at teams, suppliers and participating companies, adapted to the nature of each Grand Prix and aligned with responsible event management principles. The requirements of ISO 20121 are complemented by the application of the International Motorcycling Federation's (FIM) Environmental Code, which is mandatory under the current contract with said organisation.



5.1.3. SUSTAINABLE EVENTS AND ISO 20121

Since 2022, MotoGP Group has held ISO 20121 certification, granted by TÜV Nord, which recognises its commitment to the sustainable management of MotoGP™ events. In 2025, this commitment was renewed following successful completion of a new certification cycle aligned with the updated version of ISO 20121 (2024 edition).

Within the ISO 20121 certification framework, an action plan has been developed aimed at continuous event improvement, whose implementation requires the participation and collaboration of all parties involved in MotoGP™: circuits, manufacturers, teams, personnel, suppliers, partners, sponsors, federations and fans. This plan encompasses the following areas of action, among others:

- Reduction of the MotoGP™ carbon footprint.
- Strengthening of social inclusion initiatives in the communities where MotoGP™ operates.
- Continuous improvement of waste management and recycling processes during events.
- Incorporation of sustainability criteria in selection processes for partners and clients, as well as in the procurement of services and/or materials.
- Reduction of the environmental impact associated with the transport of personnel and materials.
- Promotion of collaboration between companies and stakeholders to achieve common sustainability objectives.
- Guarantee of health and safety for people working at Grand Prix.
- Creation of the role of Event Sustainability Coordinator, responsible for managing ESG activities during the European rounds in the 2025 season.

In 2025, the introduction of the Event Sustainability Coordinator (ESC) role strengthened sustainability management at European events. The ESC oversees ESG performance, serves as the key stakeholder liaison and ensures compliance with ISO 20121 requirements during the European rounds.

Strategic integration and process reengineering

In accordance with ISO 20121 requirements, a detailed analysis of the context and characteristics of the championship was carried out during the design phase, which enabled the identification of priority areas for action to improve the events' environmental, social and economic impact. This analysis led to a process reengineering exercise, focusing on a review of processes linked to the design, planning and execution of MotoGP™ events, including global championship preparation, individual planning for each Grand Prix, operations during events (assembly and disassembly), post-event review activities and functions carried out at the corporate level. This mapping identified existing sustainable management tools and highlighted opportunities for further improvement to strengthen organisational performance.



5.1.4. FIM ENVIRONMENTAL CODE AND KISS PROGRAMME

MotoGP Group systematically applies the International Motorcycling Federation's (FIM) Environmental Code in all operations linked to event organisation. This Code – mandatory for organisers and participants alike – establishes standards and recommendations aimed at improving motorcycling's relationship with the environment and promoting sustainable events.

In June 2025, the FIM Board of Directors added new articles to the Environmental Code that reinforced MotoGP Group's existing guidelines and aligned with ISO 20121 requirements. As a result of this update, certain MotoGP Group guidelines were elevated to mandatory sporting regulations.

As an operational complement to this regulatory framework, MotoGP Group actively participates in the FIM's KiSS Programme (Keep It Shiny and Sustainable), which it has integrated into its sustainable event management system. This programme serves as a platform for structuring and showcasing good environmental and social practices adopted at circuits.

Since its launch in 2013, the KiSS Programme has become a benchmark for promoting environmental and social initiatives at motorcycling events. In the 2025 season, which marked its thirteenth anniversary, four MotoGP™ Grand Prix were designated as KiSS events, expanding its international reach and adoption.

5.1.5. COMMUNICATION, AWARENESS-RAISING AND STAKEHOLDER ENGAGEMENT

MotoGP Group recognises that active stakeholder participation is a key element in achieving sustainability objectives. To this end, MotoGP Group develops communication and awareness-raising initiatives to promote responsible event organisation and participation.

The main tools employed include:

- Digital platforms, such as the corporate website and the official MotoGP™ page, which feature specific content about the **Racing for the Future** strategy and ESG initiatives and offer access to the annual ESG report.
- Impact surveys, conducted in 2025 among circuits, sponsors, suppliers, teams and service companies, with the aim of assessing perception, level of engagement, expectations, material aspects and areas for improvement in ESG matters.

During 2025, these surveys provided insights into stakeholder perception, engagement levels and sustainability expectations, identifying priority areas of improvement and helping align future initiatives more effectively.

Guidelines and good practices

To ensure the consistent application of sustainability practices across all events, MotoGP Group updated its collection of stakeholder guidelines in 2025:

- **Sustainability Guides for MotoGP™ Events**, aimed at teams and companies, which include recommendations aligned with ISO 20121 in areas such as waste management, circular economy, green energy use, mobility, logistics, health and safety, social initiatives and emissions reporting.
- **Sustainability Guides for MotoGP™ Promoters**, included in the Promoter Manual and updated in 2025 to incorporate new sustainability guidance, particularly on diversity and inclusion.
- **Operational Management**, which sets out measures applicable throughout the event cycle (pre-season, season and post-season) and establishes quarterly and annual monitoring and reporting mechanisms.

5.2. CLIMATE AND DECARBONIZATION STRATEGY

5.2.1. CLIMATE CHANGE AND CARBON FOOTPRINT

MotoGP Group recognizes climate change as one of the main environmental challenges associated with its activity and assumes responsibility for managing and progressively reducing its carbon footprint, both at a corporate level and in the context of the championships it organises. Given the itinerant and international nature of MotoGP™ and the other championships managed by the Group, emissions associated with mobility, logistics and event production represent the main focus areas of its climate strategy.

Evolution of carbon footprint calculation methodology

Since 2021, MotoGP Group has been progressively developing its climate strategy, reaching a first milestone with the initial calculation of its organisational carbon footprint. This first exercise made it possible to establish a baseline and begin to integrate climate change considerations into the Group's environmental management framework.

In 2024, MotoGP Group adopted the ISO 14064 standard methodology, continuing with a structured and traceable approach to quantifying and reporting greenhouse gas emissions.

From 2024 onwards, MotoGP Group implemented a significant methodological evolution in the calculation of its organisational carbon footprint, primarily through an expansion of its reporting perimeter. Until then, emissions related to transport and travel included in the organisational footprint were mainly limited to parcel delivery and business travel not directly linked to the organisation of Grand Prix events. With the updated approach, emissions associated with staff travel and the transport of own equipment directly linked to event organisation—previously attributed exclusively to the

championships' carbon footprint—were progressively integrated into the organisational footprint. In parallel, the scope of calculation was extended to include emissions associated with the organisation of WorldSBK, MotoE™ and JuniorGP events.

Furthermore, additional subcategories were incorporated within Scope 3, including indirect emissions derived from purchased goods and services and other event-related services. This allowed for a clearer definition of MotoGP Group's operational responsibility within the championship ecosystem and contributed to more complete and accurate estimates.

Building on this expanded perimeter, in 2025 MotoGP Group progressively strengthened the boundaries of each emission scope by reclassifying certain emission sources according to their nature and level of operational coordination. As a result, some sources previously reported under Scope 3 in 2024 were reclassified to Scope 1 in 2025. The most relevant modifications include:

- **Temporary generators** used at events are included in **Scope 1**, even if supplier-operated, when they power MotoGP-controlled assets under our operational control.
- **Transport of equipment and materials for European events** is included in **Scope 1**, even if outsourced and without fleet ownership, based on MotoGP's operational control.

These methodological adjustments have substantially improved the representativeness, consistency and robustness of the emissions inventory. They also provide a more reliable basis for defining medium- and long-term emission reduction targets and for tracking progress over time in alignment with recognised international standards.

Emission scopes

MotoGP Group calculates its carbon footprint in full compliance with the **Greenhouse Gas Protocol** principles, categorising emissions into the following scopes:

- **Scope 1:** Direct greenhouse gas emissions from sources owned by - or under the direct operational control of - MotoGP Group. They include fuel combustion in facilities, vehicles and equipment used on an interim basis for set-up, development and operation purposes at events where MotoGP Group exercises operational control.
- **Scope 2:** Indirect greenhouse gas emissions linked to purchased electricity consumed in offices, warehouses and other Group-controlled infrastructure, as well as electricity consumed at circuits for event-related activities, in so far as consumption is coordinated by MotoGP Group.
- **Scope 3:** All other indirect greenhouse gas emissions produced across the value chain, such as third-party transportation of materials, staff travel, accommodation, purchased goods and services and other activities associated with the organisation and staging of events.

As such, **MotoGP Group's Organisational Carbon Footprint** covers three principal areas of activity, aligned with the relevant emission scopes and applicable regulatory requirements:

1. Offices and headquarters in Spain
2. Offices in Italy
3. Event-related activities within MotoGP Group's defined organisational boundary

All emissions data and outcomes presented in the following sections, up to **section 5.3.3**, pertain solely to this organisational boundary.

Subsequent sections in this chapter examine the **Carbon Footprint of the Championships** which applies a wider boundary incorporating:

- MotoGP Group's event-related contributions already included in the Organisational Carbon Footprint.
- Activities undertaken by teams and suppliers.
- Circuit-related activities outside MotoGP Group's direct operational control.

Main sources of emissions

By analysing carbon footprint, MotoGP Group has been able to pinpoint the key sources of emissions tied to its corporate operations, events and championships. They include:

- The transport of materials and equipment required for the staging of events.
- Travel associated with staff, teams, suppliers and other stakeholders involved in championship activities.
- Energy consumption at circuits, including electricity supplied from the grid and energy generated through temporary power generators used during events.

- Accommodation and related activities linked to the stay of personnel and participants involved in the events.
- Direct emissions from sporting activities, including motorcycles used in competition, which represent a minor source of emissions when compared to the overall environmental impact of each event (accounting for less than 0.5% of total emissions).

Beyond the emissions directly attributable to MotoGP Group within its organisational perimeter, the Group acknowledges that other actors across the value chain — including teams, promoters, circuits, sponsors, service providers, media and spectators — also contribute significantly to the overall environmental impact of the championships.

Accordingly, MotoGP Group's climate strategy is not limited to the reduction of its own emissions, but also seeks to promote mitigation measures, efficiency improvements and the adoption of best practices across the broader championship ecosystem, in collaboration with key stakeholders.

This analysis provides the technical basis for the Group's Decarbonization Plan, presented in the following section and supports the prioritisation of action levers with the greatest potential for emissions reduction.



5.2.2. MOTO GP GROUP: SCOPE 1 & 2 DECARBONIZATION ROADMAP 2025-2030

Context

MotoGP Group is committed to reducing operational carbon emissions. This roadmap outlines a comprehensive strategy to achieve significant emissions reductions by 2030, addressing key sources including event energy generation, owned fleet operations and office facilities (Scope 1 & 2).

Under current business-as-usual scenario, total emissions (Scope 1 & 2) are projected to reach 1.313 tons CO₂e by 2030. This projection reflects current operational patterns and anticipated growth, without the implementation of additional decarbonization measures.

Against this Business-as-Usual baseline, MotoGP Group has assessed alternative decarbonization pathways to quantify achievable emissions reductions while ensuring operational continuity and the effective delivery of events.

The decarbonization roadmap has been evaluated against a 50% overall reduction by 2030, with detailed results presented below. This reduction scenario has been designed to be fully achievable without impacting event operations or delivery, as the proposed technologies are already in commercial use, with financial support being the main potential constraint.

This scenario represents an initial commitment, while leaving open the possibility of setting a more ambitious target as the decarbonization plan progresses.

This analysis includes Scope 1 and Scope 2 emissions from all companies and championships within the MotoGP Group. (See Scope 1 and 2 summary table in Section 5.3.2. Organisational Carbon Footprint).

At headquarters, a solar photovoltaic system has been installed and is currently in the monitoring phase; its impact is therefore not yet reflected as a quantified emissions reduction in the inventory. For the permanent truck fleet and event generators, HVO is already partially used, with its share planned to increase progressively over the coming years. Additionally, the first battery systems have been deployed to supply part of the electricity demand at the MotoGP Circuit Office, reducing dependence on conventional diesel generators.

2030 50% Reduction Target

MotoGP Group targets a 50% decrease in Scope 1 and 2 emissions between 2025 and 2030, with total emissions falling from 1,226.39 tCO₂e to 607.91 tCO₂e by 2030.

This pathway prioritizes rapid, low complexity measures that can be implemented without major capital expenditure or operational disruption.

The scenario assumes that the current fleet of company-owned vehicles remains unchanged, avoiding additional CAPEX linked to early vehicle replacement. Emission reductions are instead driven by two core levers:

- expanding the use of Guarantees of Origin (GOs) for electricity;
- progressively increasing the share of HVO in fuel consumed by event energy generators (to the level of 50% of HVO use for Event Energy Generators);
- increasing the number of owned vehicles that already use HVO.

Electricity decarbonization via Guarantees of Origin

From 2026 onwards, MotoGP Group purchases electricity backed by GOs, ensuring that office and building consumption is matched with renewable generation.

As a result, emissions associated with office and warehouse electricity use are reduced to zero in the model from 2026, removing 339.45 tCO₂e⁶ from the baseline footprint.

This intervention represents a rapid and low-risk measure, as it can be implemented through contractual changes with the electricity supplier, without requiring modifications to existing infrastructure.

Transition of event generators to HVO

The scenario assumes a progressive shift from conventional diesel to HVO for event energy generators, reaching a 50% HVO share in generator fuel by 2030.

This reduces emissions from event generators while maintaining the same installed generator capacity and operating model, avoiding the need for new battery systems or additional grid connections at circuits.

The measure can be implemented through fuel procurement and contractual arrangements with promoters, who receive advance notice to ensure HVO availability at events.

Overall, the 50% reduction scenario has been designed as a low-complexity pathway that can be implemented with minimal operational risk. It does not require changes to existing vehicles or generators, nor the deployment of charging infrastructure or large-scale battery systems.

Switching to HVO can be implemented almost immediately using existing diesel infrastructure, while full electrification requires a longer adjustment period to deploy EV charging, upgrade power supply and adapt operations.

⁶For the decarbonization roadmap, starting in 2026, emissions associated with purchased electricity will be presented using the market-based (MB) approach in order to reflect the potential impact of renewable electricity procurement instruments, such as Guarantees of Origin (GoOs). Accordingly, the 2025 baseline used for the decarbonization pathway has also been calculated on a market-based basis to ensure consistency and comparability throughout the roadmap.
Please note that this treatment is applied exclusively for the purposes of the decarbonization roadmap. The corporate greenhouse gas inventory and emissions tables continue to report electricity-related emissions using the location-based (LB) approach, in line with the requirements and methodology established under ISO 14064-1.

Comparison between Business-as-Usual and 50% Reduction Target

To provide a clear understanding of the impact of the proposed decarbonization measures, the following tables present a comparison between the Business-as-Usual scenario and the 50% reduction target scenario.

The comparison illustrates the projected evolution of Scope 1 and Scope 2 emissions by source from 2024 to 2030 under both scenarios, highlighting the effect of the main reduction levers applied in the decarbonization roadmap. This side-by-side view allows for an objective assessment of the emissions trajectory with and without the implementation of the planned measures.

EMISSIONS PATHWAYS (2025-2030)

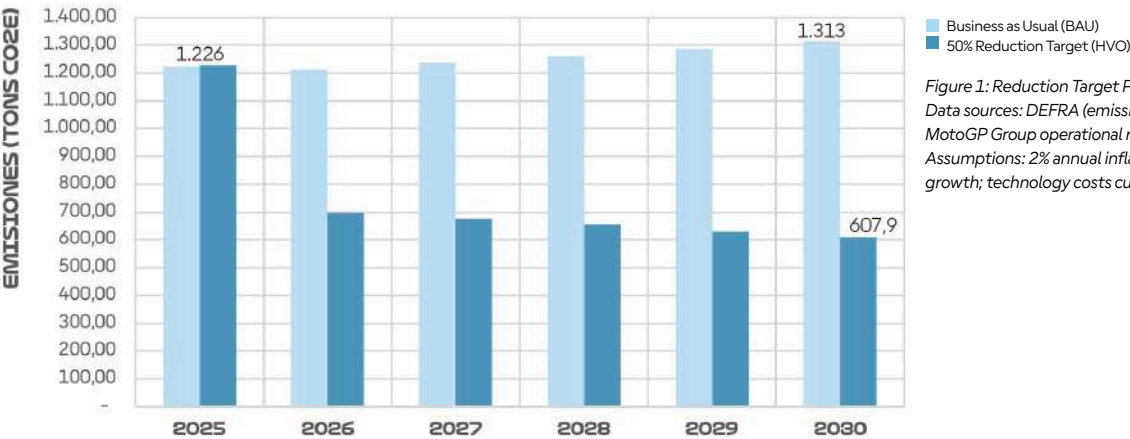
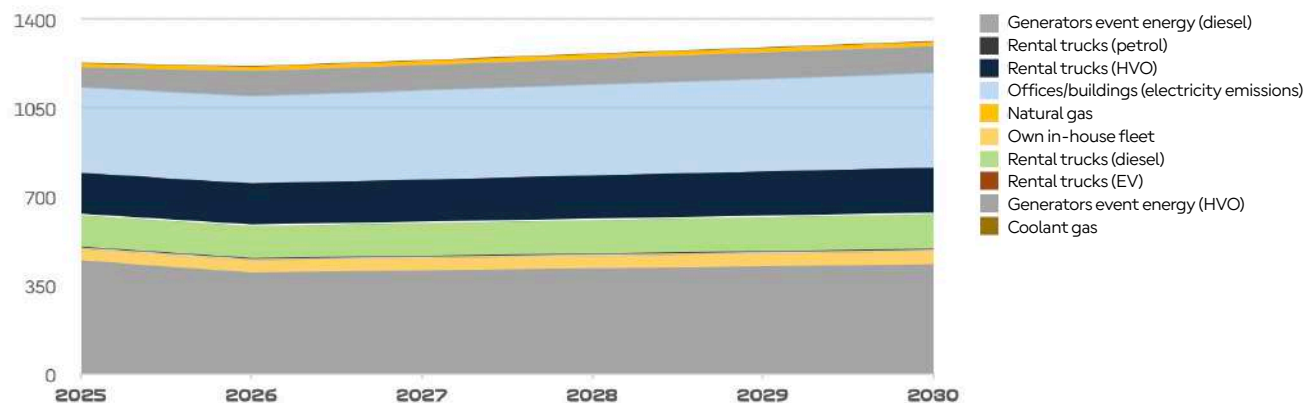


Figure 1: Reduction Target Path (2025–2030)
Data sources: DEFRA (emission factors); Argus Media (fuel pricing); MotoGP Group operational records (2024–2025).
Assumptions: 2% annual inflation; 2% year-over-year consumption growth; technology costs current as of January 2026.



Business as Usual Details

EMISIONES (CO₂e) BAU

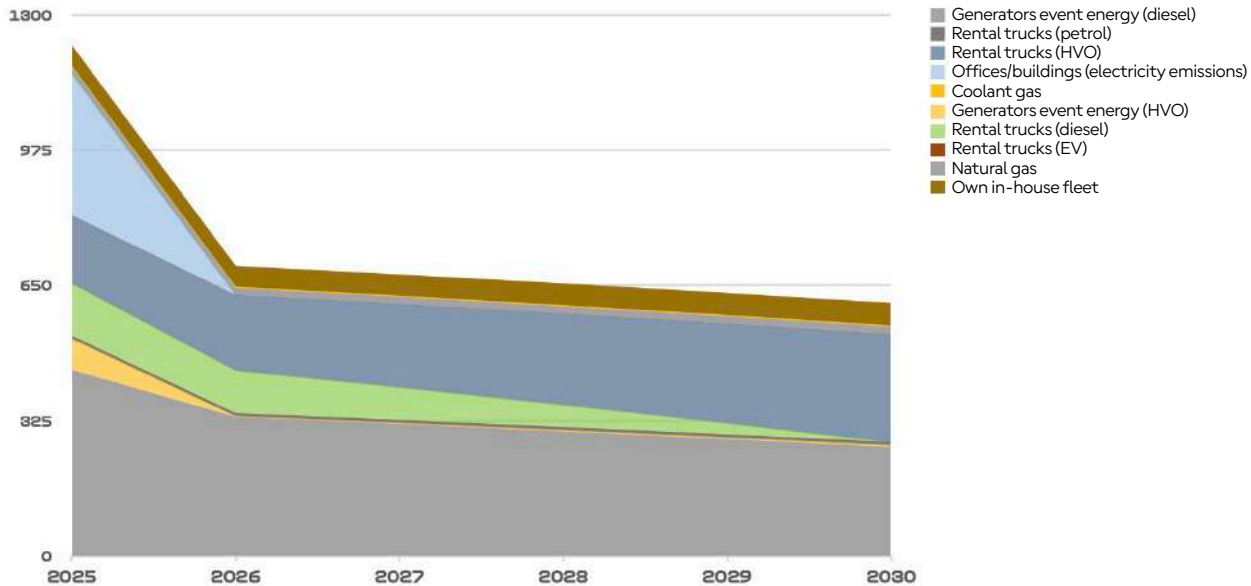


CO₂ Emissions (ton CO₂e)

	2025	2026	2027	2028	2029	2030
Generators Event Energy (diesel)	446.69	399.69	407.68	415.84	424.15	432.64
Generators Event Energy (HVO)	76.15	95.30	97.21	99.15	101.14	103.16
Natural gas	17.00	17.34	17.69	18.04	18.40	18.77
Coolant gas	3.00	3.06	3.12	3.18	3.25	3.31
Own in-house fleet	49.00	49.98	50.98	52.00	53.04	54.10
Rental vehicles (petrol)	6.17	6.30	6.42	6.55	6.68	6.81
Rental vehicles (diesel)	126.24	128.77	131.34	133.97	136.65	139.38
Rental vehicles (HVO)	162.60	165.85	169.17	172.55	176.00	179.52
Rental vehicles (EV)	0.08	0.08	0.09	0.09	0.09	0.09
Offices/buildings (electricity emissions)	339.45	346.24	353.16	360.23	367.43	374.78
Total	1,226	1,213	1,237	1,262	1,287	1,313

50% Reduction Target – Details

- Total Emission Reduction (2025 vs 2030): **50%**
- Total Scenario Estimated Cost Increase: **122,400€**

EMISSIONS (CO₂E) 50% REDUCTION TARGET

CO ₂ Emissions (ton CO ₂ e)						
	2025	2026	2027	2028	2029	2030
Generators Event Energy (diésel)	446.69	333.86	317.04	299.41	280.95	261.63
Generators Event Energy (HVO)	76.15	3.01	3.57	4.16	4.77	5.40
Natural gas	17.00	17.34	17.69	18.04	18.40	18.77
Coolant gas	3.00	3.06	3.12	3.18	3.25	3.31
Own in-house fleet	49.00	49.98	50.98	52.00	53.04	54.10
Rental vehicles (petrol)	6.17	6.30	6.42	6.55	6.68	6.81
Rental vehicles (diesel)	126.24	103.01	78.81	53.59	27.33	-
Rental vehicles (HVO)	162.60	180.31	198.67	217.69	237.39	257.79
Rental vehicles (EV)	0.08	0.08	0.09	0.09	0.09	0.09
Offices/buildings (electricity emissions)	339.45	-	-	-	-	-
Total	1,226.39	696.96	676.38	654.71	631.90	607.91

5.3. 2025 ENVIRONMENTAL PERFORMANCE

As part of MotoGP Group's ongoing commitment to sustainability and improving its environmental performance, measuring environmental performance is a key tool for assessing the evolution of impacts, identifying priority areas for action and guiding decision-making. In this context, the indicators presented below allow for the analysis of resource consumption, the organisational carbon footprint and the carbon footprint associated with the championships, as well as their year-on-year evolution.

5.3.1. ENERGY CONSUMPTION

MotoGP Group's energy consumption is mainly concentrated in its offices, warehouses and operational facilities, with electricity being the main source of energy used. Monitoring this consumption allows us to assess the energy efficiency of the facilities and the impact of the measures implemented in recent years.

Consumption of energy by country and perimeter

The tables below show the evolution of energy consumption in MotoGP Group's offices in Spain and Italy for the financial years 2024 and 2025. For 2025, energy consumption related to event activities is also reported separately, in line with the expanded organisational perimeter described in the methodological section.

		2024					
		Spain		Italy		Total amount	
	Fuel	Amount	Units	Amount	Units	Amount	Units
Vehicles	Diesel	15,507	l	-	-	15,507	l
	Gasoline	1,502	l	-	-	1,502	l
	Ethanol	-	-	-	-	-	-
	Biodiesel	-	-	-	-	-	-
	LNG/GNL	-	-	-	-	-	-
	CNG/GNC	-	-	-	-	-	-
	LPG/GLP	-	-	-	-	-	-
	Other	303	l	-	-	303	l
Stationary combustion sources	Natural gas	-	m ³	1,041	m ³	1,041	m ³
	Diesel C	-	-	-	-	-	-
	Diesel B	-	-	-	-	-	-
	Butane gas	-	-	-	-	-	-
	Propane gas	-	-	-	-	-	-
	Fuel oil	-	-	-	-	-	-
	LPG/GLP	-	-	-	-	-	-
	Coal	-	-	-	-	-	-
	Other	-	-	-	-	-	-
Electricity		1,146.352	kWh	15,493	kWh	1,161.845	kWh

2025									
	Fuel	Spain		Italy		Events		Total amount	
		Amount	Units	Amount	Units	Amount	Units	Amount	Units
Vehicles	Diesel	14,720	l	-	-	52,917	l	67,637	l
	Gasoline	3,549	l	-	-	8,717	l	12,266	l
	Ethanol	-	-	-	-	121,380	l	121,380	-
	Biodiesel	-	-	-	-	-	-	-	-
	LNG/GNL	-	-	-	-	-	-	-	-
	CNG/GNC	-	-	-	-	-	-	-	-
	LPG/GLP	-	-	-	-	-	-	-	-
	Other	414	l	-	-	-	-	414	l
Stationary combustion sources	Natural gas	-	-	1,017	Sm ³	-	-	1,017	Sm ³
	Diesel C	-	-	-	-	147,262	l	147,262	l
	Diesel fuel (HVO)	-	-	-	-	41,990	l	41,990	l
	Diesel B	-	-	-	-	-	-	-	-
	Butane gas	-	-	-	-	-	-	-	-
	Propane gas	-	-	-	-	-	-	-	-
	Fuel oil	-	-	-	-	-	-	-	-
	LPG/GLP	-	-	-	-	-	-	-	-
	Coal	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-
Electricity		1,208.287	kWh	15,418	kWh			1,223.705	kWh

As shown in the tables above, electricity consumption at MotoGP Group's offices in Spain rose from 1,146,352 kWh in 2024 to 1,208,287 kWh in 2025, while consumption at offices in Italy fell slightly relative to the prior year. This increase in Spain is primarily driven by the company's organisational expansion during the year, as evidenced by a higher average number of employees and the more intensive use of office facilities compared with 2024.

Focusing solely on the organisational boundary covering the offices, combined electricity consumption across Spain and Italy amounted to 1,223,705 kWh in 2025, up from 1,161,845 kWh in 2024.

Moreover, in line with the refined methodological boundary introduced in 2025, fuel consumption linked to event-related activities has been reported separately. This covers energy consumption at circuits during event operations, such as temporary electricity generators. Consequently, total energy consumption figures for 2025 are not directly comparable to those for 2024 as far as event-related consumption is concerned, since this item was previously excluded from the same reporting boundary.

Self-consumption and renewable energy

The table below outlines the photovoltaic energy produced by MotoGP Group's solar installations and its contribution to overall electricity consumption.

Energy Source	Energy Production (kWh)	Self-Consumption
Photovoltaic energy	23,422	0

In 2025, MotoGP Group's photovoltaic installations generated a total of 23,422 kWh of renewable electricity. However, this energy could not be allocated to on-site self-consumption during the reporting period, as the shared self-consumption scheme was still pending final administrative authorisation.

As a result, the electricity produced was fully exported to the grid, contributing to national renewable energy generation and self-consumption is reported as 0% for the year. Despite this accounting outcome, the installations were fully operational and monitored throughout 2025, allowing MotoGP Group to track generation and consumption patterns in preparation for future integration.

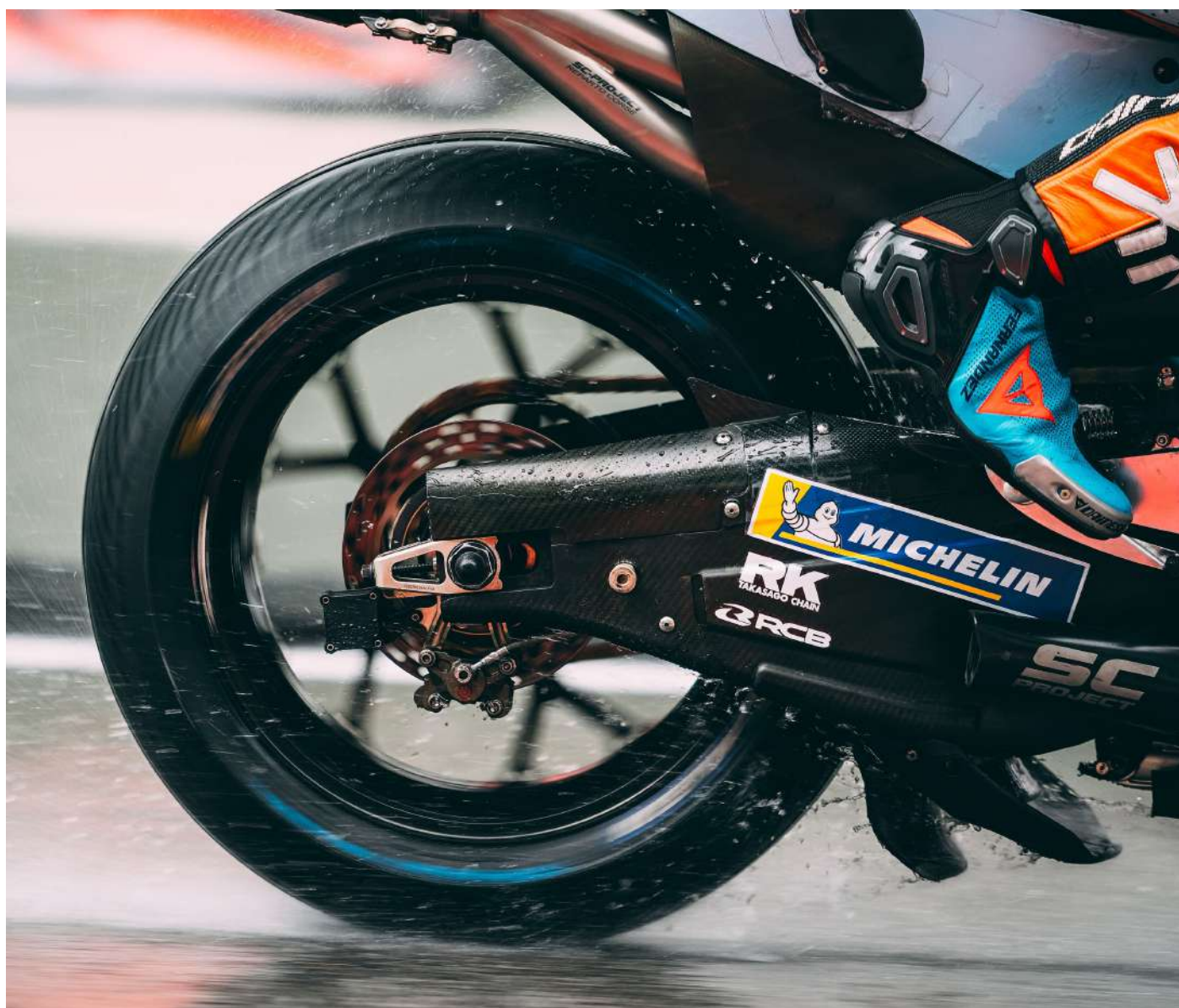
Once the legalisation process is completed and the shared self-consumption scheme with the electricity provider is formalised, the energy generated will be progressively allocated to on-site consumption. From 2026 onwards, this is expected to contribute to a reduction of Scope 2 emissions associated with electricity consumption in Spanish offices.

5.3.2. ORGANISATIONAL CARBON FOOTPRINT

The calculation of the organisational carbon footprint allows us to quantify the greenhouse gas emissions associated with MotoGP Group's activity and analyse its year-on-year evolution, in accordance with the scopes defined in the *Greenhouse Gas Protocol*.

Emissions by scope

As system boundaries were extended in FY2025 to better reflect MotoGP Group's operational responsibility in relation to Championship activities, direct comparisons with FY2024 total figures are not meaningful and should be interpreted with caution. Variations between years are primarily driven by methodological and boundary changes rather than by changes in underlying performance.



MotoGP Group's 2024 Organisational Carbon Footprint (ISO 14064 methodology)				
	Spain (tCO ₂ e)	Italy (tCO ₂ e)	Total (tCO ₂ e)	% of Total ⁷
SCOPE 1	46.92	2.12	49.04	0.3%
Coolant gas	0	0	0	0.0%
Natural gas	0	2.12	2.12	0.0%
Own in-house fleet	46.92	0	46.92	0.3%
SCOPE 2	221.60	4.68	226.28	1.2%
Electricity	221.60	4.68	226.28	1.2%
SCOPE 3	3,358.58	23.07	18,109.82	98.5%
Staff travel	339.61	10.48	350.09	1.9%
Business travel	321.49	4.48	325.97	1.8%
Transportation of WorldSBK™ event materials	-	-	131.34	0.7%
Transportation of MotoGP™ event materials	-	-	7,826.28	42.6%
Transportation of MotoE™ event materials	-	-	24.92	0.1%
Transportation of WorldSBK™ event staff ⁸	-	-	295.16	1.6%
Transportation of MotoGP™ event staff	-	-	3,504.51	19.1%
Transportation of MotoE™ event staff	-	-	56.28	0.3%
Transportation of JuniorGP™ event staff	-	-	71.36	0.4%
Waste	1.42	0.75	2.17	0.0%
Purchased goods and services (water, indirect emissions from materials and losses of gas and fuel) ⁹	48.05	1.55	49.60	0.3%
Accommodation for WorldSBK™ events	-	-	-	-
Accommodation for MotoGP™ events	0	0	0	0.0%
Accommodation for MotoE™ events	0	2.12	2.12	0.0%
Accommodation for JuniorGP™ events	46.92	0	46.92	0.3%
Capital goods	-	-	-	-
Other services (offices)	221.60	4.68	226.28	1.2%
Other services (events) ¹⁰	-	-	-	-
TOTAL	339.61	10.48	350.09	1.9%

⁷To improve readability and comparability with the 2025 figures, decimals have been added to the 2024 data. Although the total remains unchanged, some disaggregated values may differ slightly from previously published figures due to rounding.

⁸Emissions generated by accommodation are excluded from the "people transport-events" category as they are not generated directly during the transport phase. This applies to all championships.

⁹Unlike 2023, when this category only included emissions from water, in 2024 it has been expanded to incorporate additional Scope 3 emissions. It now includes indirect emissions from purchased goods, fuels, natural gas and electricity. This improvement reflects our ongoing efforts to refine our methodology and achieve a more comprehensive assessment of our environmental impact.

¹⁰Unlike 2023, this category has been added to the Scope emissions calculation. This category includes indirect emissions arising from the use of other event-related services. This expansion forms part of our ongoing efforts to improve our methodology and achieve a more comprehensive assessment of Scope 3 emissions.

MotoGP Group's 2025 Organisational Carbon Footprint (ISO 14064 methodology)					
	Spain (tCO ₂ e)	Italy (tCO ₂ e)	Events (tCO ₂ e)	Total (tCO ₂ e)	% of Total
SCOPE 1	66	3	818	887	4%
Coolant gas	17	-	-	17	0%
Natural gas	-	3	-	3	0%
Own in-house fleet	49	-	-	49	0%
Rental trucks - working vehicles	-	-	295	295	1%
Fuel consumption from generators at MotoGP™	-	-	512	512	1%
Fuel consumption from generators at MotoE™	-	-	11	11	0%
Fuel consumption from generators at WorldSBK™	-	-	N/A	-	1%
Fuel consumption from generators at JuniorGP™	-	-	N/A	-	0% ¹¹
SCOPE 2	342	4	0	346	2%
Electricity LB	342	4	-	346	2%
Electricity MB	332	7	-	339	-
Electricity circuits - MotoGP™	-	-	-	-	-
Electricity circuits - MotoE™	-	-	31	31	0%
SCOPE 3	3,520	41	15,916	19,477	94%
Staff travel	479	26	-	505	2%
Business travel	349	5	-	354	2%
Transportation of WorldSBK™ event materials	-	-	100	100	0%
Transportation of MotoGP™ event materials	-	-	8,800	8,800	40%
Transportation of MotoE™ event materials	-	-	104	104	1%
Transportation of JuniorGP™ event materials	-	-	-	0	0%
Transportation of WorldSBK™ event staff ¹²	-	-	169	169	1%
Transportation of MotoGP™ event staff	-	-	4,487	4,487	22%
Transportation of MotoE™ event staff	-	-	44	44	0%
Transportation of JuniorGP™ event staff	-	-	-	0	0%
Waste	4	1	-	5	0%
Purchased goods and services (water, indirect emissions from materials and losses of gas and fuel) ¹³	59	2	-	61	0%
Accommodation for WorldSBK™ events	-	-	269	269	1%
Accommodation for MotoGP™ events	-	-	1,532	1,532	7%
Accommodation for MotoE™ events	-	-	49	49	0%
Accommodation for JuniorGP™ events	-	-	172	172	1%
Capital goods	511	2	-	513	2%
Other services (offices)	2,118	5	-	2,123	10%
Other services (events) ¹⁴	-	-	190	190	1%
TOTAL	3,928	48	16,734	20,710	100%

¹¹The presence of zero values in certain JuniorGP™ categories reflects the smaller scale and operational footprint of these events, as well as the use of consolidated logistics and shared resources where applicable. These values do not indicate an absence of activity, but rather a limited impact compared to larger championships such as MotoGP™ and WorldSBK™.

¹²Emissions generated by accommodation are excluded from the "people transport-events" category as they are not generated directly during the transport phase. This applies to all championships.

¹³Unlike 2024, when this category only included emissions from water, in 2025 it has been expanded to incorporate additional Scope 3 emissions. It now includes indirect emissions from purchased goods, fuels, natural gas and electricity. This improvement reflects our ongoing efforts to refine our methodology and achieve a more comprehensive assessment of our environmental impact.

¹⁴Unlike 2024, this category has been added to the Scope 3 emissions calculation. This category includes indirect emissions arising from the use of other event-related services. This expansion forms part of our ongoing efforts to improve our methodology and achieve a more comprehensive assessment of Scope 3 emissions.

2025 Scope 1 and 2 figures are not comparable to 2024 due to boundary expansion. As shown in the table, Scope 1 emissions still represent a limited share of the total organisational footprint. However, the inclusion of event-related activities within the organisational boundary in 2025 significantly modifies the relative contribution of **Scope 1** sources. Temporary power generation and working vehicles used for event setup now represent the main Scope 1 contributors, while the relative share of emissions from MotoGP Group's own fleet decreases.

For Spanish offices, **Scope 2** emissions were calculated using updated national emission factors provided by the Spanish Ministry for the Ecological Transition (MITECO), improving accuracy and alignment with the electricity supplier mix.

Electricity consumption in Italian offices remains marginal compared to Spanish offices.

In 2025, **Scope 3** emissions are predominantly driven by event-related activities, which account for approximately 77% of Scope 3 and about 73% of MotoGP Group's total organisational footprint.

The main contributors are the transportation of MotoGP™ event materials, spectator travel to MotoGP™ events and accommodation across championships, reflecting the itinerant and international nature of the championships.

Year-on-year comparisons with 2024 should be interpreted with caution, as the observed increase in emissions could be attributable to the expansion of organisational boundaries and improved data completion, rather than to an increase in underlying activity intensity or inefficiency.

Quantity of Coolant Gases Consumed

Coolant Gas	2024			2025		
	Spain	Italy	Total Recharge (kg)	Spain	Italy	Total Recharge (kg)
	Recharge (kg)	Recharge (kg)		Recharge (kg)	Recharge (kg)	
R-32	0	0	0	0.26	0	0.26
R407C	0	0	0	0.26	0	0.26
R410A	0	0	0	7.31	0	7.31
Total	0	0	0	7.82	0	7.82

5.3.3. CARBON FOOTPRINT OF CHAMPIONSHIPS

MotoGP Group calculates the carbon footprint of the main championships it manages to understand the environmental impact associated with organising events and to identify opportunities for improvement.

MotoGP™



For MotoGP Group, the carbon footprint associated with MotoGP™ in 2025 increased from 11,844 tCO₂e in 2024 to 15,090 tCO₂e. This figure represents the share of MotoGP Group-related activities within the overall MotoGP™ carbon footprint.

This increase is primarily explained by the expansion of the MotoGP™ calendar in 2025, with 22 Grand Prix compared to 20 in 2024, as well as by improved data completeness and quality, particularly regarding circuit-related energy and material consumption. The variation therefore reflects a more comprehensive and robust accounting perimeter rather than a deterioration in environmental performance.

This value should not be compared with MotoGP Group's organisational carbon footprint, as it refers specifically to the championship perimeter and follows a different boundary definition and analytical purpose.

Results by actor:

Results by stakeholder	%tCO ₂ e	
	2024	2025
Equipment	27%	24%
Service providers	42%	40%
Circuits	19%	25%
MotoGP Group	11%	11%
TOTAL	100%	100%

Compared to 2024, a higher share of emissions is attributed to circuits. This change is mainly the result of greater involvement in data collection and the availability of a more reliable historical dataset related to event-specific energy and material consumption, rather than an increase in underlying activity.

MotoGP Group's contribution remains stable at 11% of the total MotoGP™ carbon footprint, reflecting consistency in its operational impact year-on-year, despite the larger calendar and expanded reporting boundaries.

Results by emission source:

Results by emission source	tCO ₂ e		%CO ₂ e	
	2024 ¹⁵	2025	2024	2025
Transportation of materials	28,717	28,910	23%	21%
Transport by air	18,845	19,594	15%	14%
Transport by road	9,544	8,383	8%	6%
Transport by sea	328	933	0%	1%
Transport by train	0	0	0%	0%
Waste management	828	1,616	1%	1%
Event operations	9,985	8,152	8%	6%
Electricity	1,804	1,108	1%	1%
Electricity generators	6,218	5,389	5%	4%
Competing motorcycles	556	610	0%	0%
Other event operations	1,407	1,045	1%	1%
Transportation of spectators	7,059	11,501	6%	8%
Event set-up	-	-	-	-
Accommodation	40,578	48,538	33%	35%
Staff travel	36,115	38,192	29%	28%
Consumable materials (tyres)	363	362	0%	0%
TOTAL	123,645	137,271	100%	100%

¹⁵The 2024 values reported here differ from those indicated in the previous year. This is because estimates were used for the previous year's data, as actual figures could not be collected before publication. Once the actual data were obtained, the figures were recalculated.

The table above shows the distribution of MotoGP™ carbon emissions by emission source for the 2024 and 2025 seasons.

Overall, the main sources of carbon emissions associated with MotoGP™ continue to be employee and participant mobility, event logistics and accommodation during events, which together account for the majority of the Championship's carbon footprint.

The overall increase in absolute emissions in 2025 is largely explained by the expansion of the racing calendar, with 22 Grand Prix in 2025 compared to 20 in 2024. The additional events resulted in higher activity levels across several categories, particularly accommodation, spectator transport and employee transport. This increase therefore reflects the growth in the scale and reach of the Championship, rather than a loss of operational efficiency.

Accommodation remains the single largest emission source, accounting for 35% of total emissions in 2025. This category includes accommodation for employees, teams and other stakeholders involved in the events, as well as associated services such as catering. Its evolution is closely linked to the number of events and the volume of people travelling for Championship-related activities.

Employee transport is another significant contributor and represents one of the key focus areas of MotoGP Group's sustainability strategy. Emissions from this category increased in line with the higher number of events and participants involved in the 2025 season.

Transport of materials and logistics operations show a relatively stable trend compared to 2024, despite the expanded calendar. When considered in relative terms, logistics-related emissions decreased as a percentage of the total footprint. This confirms the effectiveness of existing logistics planning and management practices. The use of specialised freight providers and consolidated transport solutions allows logistics operations to absorb increases in activity more efficiently, following a "concentration principle" whereby impacts do not scale linearly with the number of events.

Regarding energy consumption and waste management, the variations observed compared to the previous year are primarily linked to improvements in data quality and calculation methodology, rather than to structural changes in performance. The use of a more stable calculation base and the availability of historical data within the dedicated event data platform have improved the estimation of electricity consumption. Conversely, the increase observed in waste-related emissions reflects the integration of more primary data, highlighting areas where further decarbonization and circularity measures can be prioritised.

Overall, the higher absolute emissions recorded in 2025 should be interpreted in the context of a larger and more comprehensive reporting perimeter and a broader Championship calendar, rather than as an indicator of reduced efficiency. On the contrary, the relative stability of logistics-related emissions and the improved accuracy of data collection provide a stronger foundation for targeted mitigation actions.

Aware of these challenges, MotoGP Group continues to pursue innovative solutions to reduce emissions associated with its Championships. Initiatives such as remote production, enhanced logistics planning and the Logistic Freight ID programme aim to further optimise transport operations, reduce emissions intensity and minimise other environmental impacts linked to event delivery.

MotoE™



As with MotoGP™, the MotoE™ World Championship generates an environmental impact that must be monitored and managed in a structured and transparent manner. The calculation of its carbon footprint enables MotoGP Group to assess the emissions associated with MotoE™-related activities and to identify opportunities to further improve the sustainability of its operations, including transport, electricity consumption, logistics, accommodation and staff mobility.

In 2025, the carbon footprint of MotoE™ amounted to 2,120 tCO₂e, a figure that is fully comparable with the 2024 result (2,044 tCO₂e). The slight year-on-year increase is primarily attributable to the greater availability and accuracy of data reported by circuits, in line with the methodological improvements described above. As only a limited share of circuit activities (approximately 10%) is allocated to MotoE™, the impact of enhanced data collection is partially mitigated, resulting in a relatively stable overall footprint.

The breakdown of emissions by actor is as follows:

Results by actor:

Results by stakeholder	%tCO ₂ e	
	2024	2025
Equipment	14%	10%
Service providers	42%	24%
Circuits	20%	56%
MotoGP Group	8%	10%
TOTAL	100%	100%

The distribution by actor differs from the 2024 results, mainly as a consequence of improved data quality and coverage for circuit-related activities, which now represent the largest contributor. In particular, more accurate information has been collected regarding accommodation and commuting of temporary workers at circuit facilities, increasing the representativeness of this category.

In parallel, data reported by teams and service companies in 2025 has been refined following the identification and correction of inconsistencies detected in the previous reporting cycle. This has resulted in a relative reduction of their share in the overall distribution, without implying a structural decrease in activity levels.

MotoGP Group's contribution remains stable and proportionate within the overall footprint, reflecting the continued efforts to manage MotoE™ logistics, staff travel and operational planning efficiently. Overall, the 2025 results confirm the consistency of MotoE™ environmental performance over time, while benefiting from a more robust and reliable data foundation to support future mitigation actions.

Results emission source:

Results by emission source	%CO ₂ e	
	2024 ¹⁶	2025
Transportation of materials	10%	11%
Transport by road	10%	11%
Transport by air	0%	0%
Transport by sea	0%	0%
Waste management	4%	4%
Event operations	7%	8%
Electricity	2%	1%
Electricity generators	4%	5%
Competing motorcycles	0%	0%
Other event operations	1%	2%
Transportation of spectators	20%	19%
Event set-up	0%	0%
Accommodation	42%	39%
Staff Travel	15%	13%
Consumer materials	2%	2%
TOTAL	100%	100%

¹⁶The 2024 values reported here differ from those indicated in the previous year. This is because corrections were made after the 2024 report was published to address data collection errors by teams and companies. These errors were only detected once 2025 data collection had begun and comparisons were made with 2024 figures.

In 2025, the main source of emissions associated with MotoE™ continues to be accommodation, which includes overnight stays and meals for employees and staff involved in the events, as well as spectator meals. Transport-related emissions, covering both spectator and employee travel, represent the second most significant source, followed by the transport of equipment.

Unlike MotoGP™, freight transport for MotoE™ is entirely carried out by road, as no air transport is used for the Championship. This logistical configuration contributes to limiting emissions associated with long-haul transport.

It should also be noted that the MotoE™ paddock operates on 100% renewable electricity, which significantly reduces emissions linked to energy consumption. As a result, electricity-related emissions remain marginal within the overall footprint.

The emissions reported under event operations derive from activities that are partially allocated to MotoE™, including:

- Generic circuit services and operations supporting workers and spectators.
- Diesel generators used as backup for circuit energy supply.
- Diesel generators operated by MotoGP Group for television signal production.

Electricity consumption required to power the electric motorcycles is included within the paddock electricity consumption and therefore originates entirely from renewable sources.

The calculation of the carbon footprint across events has enabled MotoGP Group to establish a systematic and consistent procedure for identifying and collecting emissions data. This process has also contributed to raising awareness among participating organisations, fostering greater engagement and collaboration and improving the availability of information on the most material emission sources.

Looking ahead, this exercise has provided a solid baseline and valuable learnings that can support the future evolution of carbon footprint management at event level, including the potential progressive allocation of responsibilities among circuits, partners and other key stakeholders, in line with a shared decarbonization approach across the Championship ecosystem.

5.4. OPERATIONAL MANAGEMENT OF ENVIRONMENTAL IMPACT

This section details the key operational initiatives MotoGP Group has implemented to reduce its environmental footprint and transition towards a more resource- and energy-efficient management model. Aligned with the Racing for the Future strategy and the continuous improvement framework outlined above, these measures prioritise greater efficiency, lower emissions from mobility and logistics, the adoption of more sustainable energy solutions and enhanced waste and resource management.

5.4.1. ENERGY AND ENERGY TRANSITION

In conjunction with its energy efficiency consultant (Endesa Energía), MotoGP Group performs ongoing, in-depth analysis of its energy consumption requirements. This process includes a monthly review of active contracts, allowing for annual optimisation of contracted capacity in response to performance data and projected consumption patterns. Such an approach ensures that the organisation's facilities maintain appropriately scaled energy provision to support efficient operations.

MotoGP Group remains firmly committed to advancing energy efficiency throughout its facilities, including offices and warehouses. To this end, the company continually identifies and deploys initiatives designed to reduce its environmental impact and enhance its sustainability performance.

Self-Consumption and renewable energy (photovoltaic)

The installation of photovoltaic panels at Nave 1 in Sant Just commenced in 2024. Moreover, in the same year, approval was given to expand the project with a view to covering a portion of the energy requirements of the Barcelona offices and warehouses. Installation work was completed in 2025, marking a significant step forward in MotoGP Group's transition to a more sustainable and efficient energy model.

At the Barcelona offices - which account for a substantial share of personnel and energy use - the following initiatives were rolled out in 2025:

- Expansion of Nave 1 with an additional 78 panels, bringing the total to 198 panels and increasing maximum capacity to 100 kW. Installation of 197 photovoltaic panels at Nave 2, increasing maximum nominal capacity to 89 kW.
- Replacement of Uralita roofing at Nave 2 in Sant Just Desvern with thermally insulated aluminium panels, improving energy performance.
- Agreement with Endesa to manage energy produced under the shared self-consumption system, in a bid to optimise overall photovoltaic system efficiency.
- Steps are being taken to implement a shared self-consumption arrangement across multiple CUPS linked to the same CIF, within a 2-kilometre radius; the arrangement is currently awaiting legal approval.

These measures underscore MotoGP Group's ongoing commitment to sustainability and environmental stewardship, while actively promoting the adoption of more energy-efficient solutions.

5.4.2. MOBILITY, LOGISTICS AND REMOTE PRODUCTION

Owing to the inherently global nature of championships and the organisation of mobile events, mobility and logistics figure prominently in MotoGP Group's operational approach to environmental impact management. Throughout 2025, the company continued to advance initiatives focused on curbing energy use and the carbon footprint arising from staff travel, transportation and production. To this end, emphasis was placed on operational efficiency and technological innovation.

Use of sustainable fuels (sporting categories)

As part of its sustainability strategy and in conjunction with the FIM, manufacturers and fuel suppliers, MotoGP Group has rolled out a number of initiatives aimed at reducing its reliance on fossil fuels.

Since the beginning of the 2024 season, all fuels used across the various MotoGP categories™ have contained a minimum of 40% non-fossil components, with a defined target to reach 100% by the 2027 season. This transition has been approved by the Grand Prix Commission. Similarly, the Superbike Commission has approved the introduction of sustainable fuels in the *WorldSBK*™ and *WorldSSP*™ categories from the 2025 season. They will adopt the same minimum requirement of 40% non-fossil fuel, in accordance with the technical specifications implemented in MotoGP™.

MotoGP™ serves as a test and development platform for sustainable fuels and MotoGP Group supports the development of innovative solutions designed to mitigate the impact of climate change. Against this backdrop, the agreement with Petronas has been renewed. Petronas continues to act as the exclusive fuel supplier for the Moto2™ and Moto3™ categories, working closely with MotoGP Group to ensure compliance with applicable sustainable fuel specifications.

Enhancements have also been made to the event-related vehicle fleet, such as the deployment of low-emission BMW Safety Cars (electric and hybrid) and low-emission mobility vehicles used by guests and paddock personnel. In addition, MotoGP Group promotes the use of electric motorcycles for internal mobility at events through the adoption of removable battery systems and the installation of specific charging infrastructure at circuits.

Efficient logistics

Throughout the 2025 season, Boeing 777-F aircraft have been fully integrated into air transport operations and consolidated as a cornerstone of MotoGP Group's logistics strategy, in light of their superior range and improved fuel efficiency. To optimise aircraft performance, the design of cargo transport crates was adapted accordingly.

The initiative focused on standardising team crates to fit the new available space, resulting in near-optimal volume utilisation approaching 98%. Developed over the 2024 season, this project facilitated the successful transition from the Boeing 747 configuration to a fleet of next-generation twin-engined aircraft.



Further enhancements included measures to maximise cargo hold efficiency, such as the strategic placement of crates on air pallets and complete exploitation of available volume. These improvements reduced handling times and enhanced operational efficiency across the logistics chain.

Electric motorcycles (MotoE™)

The FIM Enel MotoE™ World Championship has consolidated its position as a pioneering competition. It has attained World Championship status and is supported exclusively by Ducati as the official manufacturer. MotoE™ functions as a rigorous technological proving ground where cutting-edge electric mobility solutions are developed and tested in genuine high-performance racing scenarios.

Throughout its operations, the MotoE™ paddock has been powered entirely by 100% renewable energy sources. Moreover, Michelin, the official tyre partner, has gradually incorporated the use of sustainable materials in its products, with rim production now utilising bio-sourced and recycled components in line with circular economy principles.

In 2025, a number of enhancements were made to charging infrastructure. For instance, four circuits were equipped with direct grid connections, eliminating reliance on intermediate batteries or generators and providing 550 kW of power during race weekends. Yet, despite these accomplishments, the FIM and MotoGP Group decided to put the MotoE championship on hiatus following the end of the 2025 season. This decision was publicly announced in September 2025.

Remote production

Remote production is an efficient operational model to produce live audiovisual content, based on advanced communication and broadcasting systems. By centralising part of the production activities and reducing the need to deploy staff and equipment on site, this approach contributes to lower operational costs and a significant reduction in emissions associated with travel.

The following table summarises the impact of the remote production model during the 2024 and 2025 seasons, detailing the number of employees who did not travel to selected MotoGP™ events, the average emissions avoided per employee and the resulting avoided emissions per event:

MotoGP™ Event	No. of employees who did not travel		Average tCO ₂ e per employee		tCO ₂ e avoided per event	
	2024	2025	2024	2025	2024	2025
Lusail	90	102	1.2	1.20	105.3	122
Mandalika	85	85	1.9	1.9	160.5	162
Temas de Río Hondo	-	95	-	2	-	190
Las Américas	98	95	2.2	2.2	210.7	209
Algarve International Circuit	96	92	0.5	0.5	48.7	46
Jerez	84	88	0.4	0.4	34.3	35
Le Mans	95	92	0.4	0.4	38.8	37
Mugello	85	95	0.7	0.7	62.2	67
Catalunya Circuit	90	75	0.3	0.3	31.1	23
Catalunya Circuit - Solidarity	75	-	0.5	0.5	40.0	-
Sachsenring	90	98	0.7	0.7	61.4	69
Brno	-	98	0.7	0.7	-	69
Assen	92	97	0.7	0.7	65.0	68
Silverstone	90	95	0.6	0.6	55.6	57
Red Bull Ring	90	98	0.6	0.6	51.9	59
Hungary	-	95	-	0.6	-	57
Misano Marco Simoncelli	92	95	0.5	0.5	41.8	48
Emilia Romagna	90	-	0.5	-	41.8	-
Motorland Aragón	87	85	0.4	0.4	34.2	34
Motegi	86	85	1.2	1.2	101.1	102
Buriram	88	95	1.7	1.7	153.1	162
Phillip Island	86	85	1.4	1.4	121.4	119
Sepang	90	88	1.1	1.1	100.2	97
Ricardo Tormo	-	81	-	0.3	-	24
Average number of employees who did not travel during the entire season	89	92	Total tCO₂e avoided during the entire season		1,528	1,853

Overall, the average number of employees who did not travel increased from 89 in 2024 to 92 in 2025. As a result, the total emissions avoided through remote production rose from 1,528 tCO₂e in 2024 to 1,853 tCO₂e in 2025. This increase is mainly explained by the higher number of staff covered by the model during the 2025 season and the increase of 2 more races, while average emissions per employee remained broadly stable.

Remote production has consolidated itself as an effective and continuously evolving model within the organisation. Beyond its contribution to climate objectives, it has delivered additional operational and social benefits, including improved work-life balance and quality of life for employees.

The project was initially launched in 2015 with the dual objective of optimising production costs and reducing the environmental impact associated with the global transport of personnel and equipment.

Since then, it has progressively expanded across events and championships, becoming a key lever within MotoGP Group's approach to more efficient, resilient and lower-impact event operations.

5.4.3. CIRCULAR ECONOMY AND WASTE MANAGEMENT

Office waste

MotoGP Group has established a comprehensive waste management system across its offices to promote the appropriate and responsible treatment of waste. The system includes the availability of special bins and containers to facilitate segregation by waste type. Municipal waste, such as paper and cardboard from office supplies, is managed by local waste disposal operators in Spain and Italy.

Specialised waste, such as IT equipment and other electronic devices, is transferred to authorised waste management operators. Responsibility for overseeing this process rests with the Administration department.

The office waste management system is organised into the following key categories:

- Recycling of various materials, including certified paper and cardboard.
- Specialised recycling of IT equipment and video/television devices.
- Certified recycling of batteries and toners from devices such as printers and multifunction equipment.

Waste generation (both hazardous and non-hazardous) increased in 2024, primarily due to the rise in employee numbers in Spain. Moreover, given the need to produce estimates owing to the lack of complete data, some figures may have been overstated. It should be noted that, as far as Italy is concerned, data were estimated in accordance with national regulatory requirements, due to the absence of relevant information.

Office Waste Generation (Spain/Italy) – Hazardous and Non-Hazardous (2024–2025)

	2024			2025		
	Spain		Italy	Spain		Italy
	Amount (kg)	Amount (kg)	Amount Total (kg)	Amount (kg)	Amount (kg)	Amount Total (kg)
Hazardous waste						
E-waste	2,741	-	2,741	4,330	-	4,330
Toner	150	-	150	0	-	0
Total	2,891	-	2,891	4,330	-	4,330

	2024			2025		
	Spain		Italy	Spain		Italy
	Amount (kg)	Amount (kg)	Amount Total (kg)	Amount (kg)	Amount (kg)	Amount Total (kg)
Non-hazardous waste						
Paper and cardboard	1,448	-	1,448	5,590	-	5,590
Municipal waste mixing	3,508	2,955	6,463	8,600	2,955	11,555
Total	4,956	2,955	7,911	14,190	2,955	17,145

Waste management at events and circuits

Waste management at sporting events is a shared responsibility involving promoters, circuit owners and their management teams. As such, MotoGP Group, acting in conjunction with promoters, adheres to the FIM Environmental Code. This code seeks to maximise positive outcomes, minimise negative environmental effects and promote a culture of sustainability across motorcycling.

In a bid to enhance selective waste collection, MotoGP Group conducted a 2024 review of circuits that separate municipal waste from other streams and introduced a measurement system as part of event carbon footprint calculations. In 2025, the data-collection platform was upgraded with targeted questions on recyclable waste types, with a view to establishing a baseline for future benchmarking.

At MotoGP™ events, MotoGP Group deploys a team to perform on-site audits and coordinate sustainability initiatives with circuits and paddock stakeholders. This team was bolstered in 2024 by the inclusion of IRTA personnel.

Key findings from the analysis include:

- Proper waste separation facilitated subsequent recycling. In 2025, this process prevented the generation of around 50 t of waste; this material has been diverted from landfill and incineration, preventing the emission of around 25 t of CO₂.
- 95% of circuits have introduced waste separation processes or circular economy-oriented initiatives.

Digitalisation and food surplus donation

In a bid to reduce its waste, MotoGP Group introduced digital guest accreditation passes in 2024, replacing physical badges with an authenticated scanning system.

The food surplus recovery programme also continued in 2025. It was expanded to 15 events (up from 11 in 2024) through partnerships with paddock catering providers and a network of 16 social organisations. Based on reported data from participating circuits, a total of 10,705 kg¹⁷ of food was donated, i.e. equivalent to approximately 21,400 meals¹⁸.

5.4.4. RESOURCE CONSUMPTION AND OTHER ENVIRONMENTAL ASPECTS

Consumption of raw materials

As the Group's primary activity involves the provision of services, the consumption of raw materials is insignificant. Consequently, detailed disclosure on this aspect of the business is not deemed necessary in this statement.

Water consumption

The water consumed by offices is sourced exclusively from public supply networks while wastewater is discharged into sanitation systems. Measures designed to foster responsible consumption and waste minimisation are actively promoted. To this end, water dispensers have been installed for employees in the Madrid and Barcelona offices as part of wider circular economy initiatives.

Office Water Consumption (m³) – Spain/Italy (2024–2025)

Source of abstraction	2024			2025		
	Spain	Italy	Total	Spain	Italy	Total
	Volume of consumed (m ³)	Volume of consumed (m ³)		Volume of consumed (m ³)	Volume of consumed (m ³)	
Public water supply	1,947.51	81.36	2,028.87	1,511	66	1,577
Total volume of water consumed	1,947.51	81.36	2,028.87	1,511	66	1,577

¹⁷Considering an average value of 1 kg CO₂/kg of incinerated material and 50% of total amount sent to landfill. These figures are based exclusively on available information reported by circuits equipped with surplus food measuring and tracking systems. Other circuits implemented food recovery and donation initiatives during the season but lack the means to quantify the impact, so their contributions are excluded from the total kilograms donated.

¹⁸For consistency across all circuits, a standardised conversion of 0.5 kg of donated food per meal has been applied.

Overall water consumption in offices remained broadly stable between 2024 and 2025. The slight increase observed in Spain is mainly associated with a higher number of employees and office activity, while consumption in Italy decreased compared to the previous year, resulting in a marginal reduction in total water consumption at Group level.

At sporting events, water supply and wastewater treatment are primarily the responsibility of circuit owners and local facility operators. At Grand Prix events, water is mainly used for human consumption, sanitation, cleaning activities, vehicle washing and track watering.

In line with the Group's commitment to water conservation, specific restrictions and operational measures have been applied at events held in regions affected by water scarcity or drought, in coordination with local authorities and circuit operators.

Pollution

The pollution linked to MotoGP Group's operations predominantly stems from the events it organises. As a result, the organisation actively promotes responsible energy use and effective waste management practices during the days on which events take place. While MotoGP Group is able to raise awareness of and advocate sustainable practices among other stakeholders involved at each event, it has no direct control over the emissions that they produce. However, emissions produced by the various stakeholders are recorded and evaluated as part of the overall event carbon footprint calculation, the details of which are set out in the relevant section of this statement.

5.5. EVENTS AS CATALYSTS FOR SUSTAINABILITY IN SPORT

MotoGP™ events serve as powerful platforms for embedding and promoting sustainable practices within the world of sport, since they concentrate temporary infrastructure, complex operations, diverse stakeholder engagement and substantial interaction with host areas and local communities.

Circuits play a pivotal role in this ecosystem as operational and territorial partners, holding direct accountability for critical aspects such as energy, waste, water, mobility, accessibility and community relations. Their engagement is crucial to successfully embedding sustainability across all aspects of events.

In 2025, circuits increasingly adopted ESG principles in the planning and staging of Grand Prix events, with heightened focus on environmental stewardship, accessibility and local socio-economic outcomes¹⁹.

5.5.1. INTEGRATING SUSTAINABILITY INTO THE EVENT VALUE CHAIN

In a bid to comprehensively analyse the extent to which sustainability is integrated into the organisation and staging of its events, MotoGP Group conducted an assessment in 2025 based on impact surveys distributed to circuits on the event calendar and key paddock stakeholders (teams, suppliers, sponsors and service providers).

By examining every link in the event value chain, this methodology is able to identify progress, best practices and priority areas for further operational collaborative improvement.

Circuits

In the case of circuits, the survey covered key domains such as governance and sustainability strategy, environmental management, mobility, biodiversity, inclusion, socio-economic outcomes and engagement with local communities.

The analysis yielded the following key findings²⁰:

- 81% of circuits incorporate environmental and/or social criteria into procurement decisions for event-linked infrastructure.
- 86% have organised sustainability training and/or awareness programmes for their staff.
- 52% provide free drinking water stations within the paddock zone.
- 58% have launched initiatives focused on wildlife conservation and biodiversity enhancement in areas around the circuit.
- 81% offer accessibility services for individuals with reduced mobility.
- 95% take action to support the local economy and employment.
- 57% conduct targeted assessments of the events' economic and/or social impact.

These results indicate that positive steps have been taken to embed sustainability structurally within circuit operations, while also pinpointing shared opportunities for further advancement and priorities in future years.

Teams, suppliers, sponsors and service providers

Complementing the efforts indicated above, the paddock stakeholder survey assessed the extent of operational engagement and co-responsibility among key participants involved in the events.

Notable figures include²¹:

- 67% of respondents reported involvement in logistics optimisation initiatives to cut fuel consumption.

¹⁹The information included in this section is based on: (1) a specific impact survey directed at circuits in 2025, (2) sustainability documentation and plans provided by the circuits themselves and (3) on-site verifications conducted during events by MotoGP Group.

²⁰Data are based on circuits that completed the impact survey (20/22).

²¹Data are based on stakeholders that completed the stakeholder impact survey (42/250).

- 69% apply energy conservation and efficiency measures within paddock units.
- 63% adopt measures to reduce water waste in operational tasks.

These findings suggest that the various stakeholders of the MotoGP™ ecosystem are continuing to strengthen their commitment to the championship's sustainability goals, not least in areas with a direct impact on the environmental footprint of events.

5.5.2. FAN AWARENESS AND ENGAGEMENT

Beyond the operational integration of sustainability, MotoGP Group considers events to be vital platforms for raising the awareness of fans and promoting their active engagement, so much so that it seeks to extend positive sustainability outcomes beyond organisational considerations.

In 2025, targeted actions were taken to educate, inform and inspire fans to actively contribute to this process. By combining educational content with interactive and immersive experiences, these initiatives set out to help fans develop a deeper understanding of the sustainability strategy and to foster a long-term positive impact.

Racing for the Future Stand

As part of the Tissot Grand Prix of the United Kingdom, the Tissot Grand Prix of Czechia and the Motul Grand Prix of the Valencian Community, MotoGP Group installed an informative and interactive stand within the Fan Zone. The stand was fully powered by photovoltaic panels in each instance.

Visitors to the stand discovered the core pillars and key action areas of the MotoGP™ sustainability strategy and were introduced to initiatives such as MotoE™, *Two Wheels for Life* and *Smoke Free paddock*. At some circuits, notably Silverstone, the stand also featured circuit-specific sustainability measures, effectively linking the championship's overarching commitments with localised actions.

The installation of the stand played a key role in raising fan awareness of the sustainability efforts being made by MotoGP™ and in fostering stronger, more direct engagement between spectators and the environmental and social programmes promoted through events.

Direct fan engagement at Silverstone

At the Tissot Grand Prix of the United Kingdom in Silverstone, MotoGP Group launched a targeted fan-engagement initiative called *"They Know It... or Do They?"*, within the Fan Zone.

Conceived as a light-hearted, interactive challenge based on the format of a well-known Spanish television programme, where a fan is invited to guess whether another will know (or not know) the answers to a set of questions covering MotoGP™ trivia and core sustainability and ESG topics aligned with the Racing for the Future strategy. By fostering spontaneous participation and interaction with other fans, the format combined entertainment with meaningful content.

This accessible, participatory method created an informal learning environment where fans were introduced to sustainability concepts in an engaging and relatable way. It also enabled fans to develop a deeper connection with the championship.

To extend the impact of these awareness initiatives, footage captured during the initiative was edited and published in video format on the Racing for the Future digital platform hosted on the official MotoGP™ website, thereby amplifying reach far beyond the physical event.

This initiative helped to significantly heighten fans' awareness of the championship's environmental and social programmes while prompting thoughtful reflection on the role of the sport in fostering sustainability.

5.5.3. SUSTAINABILITY INITIATIVES AT CIRCUITS

During the 2025 season, the circuits hosting MotoGP™ World Championship Grand Prix developed and implemented sustainability initiatives tailored to their local context, reinforcing the role of events as platforms for positive environmental and social impact in host territories.

Overall, 20 of the 22 Grand Prix on the 2025 calendar implemented specific environmental initiatives, focused on areas such as sustainable mobility, energy efficiency, circular economy, waste management and protection of the natural environment. Likewise, 18 Grand Prix incorporated social and community-focused actions linked to inclusion, accessibility, education, youth, road safety and support for local communities.

The examples presented in this section do not exhaustively cover all initiatives implemented by the 22 circuits on the 2025 calendar. They are both illustrative and non-exhaustive in nature and highlight good practices implemented by circuits during the season.

^{22a}"They Know It... or Do They?"

²³For the purposes of this indicator, environmental initiatives are considered to be those related to energy, sustainable mobility, waste management (including the donation of surplus food), biodiversity, efficient resource use, circular economy, water and the reduction of emissions and noise. Under this criterion, 20 of the 22 Grand Prix events on the 2025 calendar implemented at least one specific environmental initiative. The Grand Prix events in Argentina and the United States are excluded from this count, as no environmental initiatives that were both implemented and verifiable were identified during the 2025 season, based on the information available for this report.

²⁴This count excludes initiatives involving the donation of surplus food, which, for the purposes of this Non-Financial Information Statement, are classified under the category of waste management and not as social initiatives, even though they may generate indirect social benefits. Consequently, the Grand Prix events in Argentina, the United States, Qatar and Malaysia are not included in this indicator, as the actions identified during the 2025 season were primarily limited to waste management measures and/or the donation of surplus food.

PT Grand Prix of Thailand

In addition to the usual waste management initiatives and donation of surplus food, the Thailand Grand Prix stood out for the following actions:

- **Sustainable mobility and reduction of internal traffic**

A system of free shuttle services was implemented from the main public transport hubs, complemented by the local “Shuttle Tan” service, which uses adapted agricultural vehicles for the internal transportation of spectators.

- **Environmental awareness of spectators – iniciativa “GUเก็บ”**

Through the community campaign “GUเก็บ” (“I collect waste”), local volunteers and circuit staff actively informed spectators about proper waste separation and carried out cleaning activities and environmental awareness actions throughout the event.

Estrella Galicia 0,0 Grand Prix of Spain

The Spanish Grand Prix combined mobility, social action and awareness-raising initiatives:

- **Sustainable mobility and traffic management**

A shuttle bus service was operated from the city centre of Jerez to the circuit, running from Friday to Sunday with regular departures. As a complementary measure, a pilot scheme for regulated parking and advance booking was introduced, aimed at reducing congestion and optimising access flows to the venue.

- **Social action and commitment to the local community**

In collaboration with the Alalá Foundation, a social inclusion initiative was carried out, enabling children and young people supported by the foundation to take part in cultural activities and a guided visit to the event.

- **Environmental awareness and education of spectators**

Ten bilingual environmental awareness panels were installed in spectator areas, together with digital access (QR) to operational information and a bilingual digital guide providing waste separation guidelines and sustainability recommendations.

Tissot Grand Prix of the United Kingdom

The event stood out for its focus on decarbonization, mobility and biodiversity, with quantifiable results:

- **Climate strategy and energy efficiency (Shifting to Zero)**

The circuit made significant progress in its strategy towards climate neutrality. The paddock and the Wing building operated on 100% certified renewable electricity, supported by a photovoltaic installation of 2,764 solar panels, covering approximately 25% of total electricity demand. In 2025, 100% of temporary energy generation for the paddock was provided by HVO-fuelled generators, reducing emissions associated with electricity generation by up to 90%. In addition, 61% of the circuit's lighting is LED, with the objective of reaching 100% by 2026.

- **Sustainable mobility and emission reduction**

All shuttle services were electric. The use of private vehicles was limited through digital access control systems and 24 electric vehicle charging points were installed, generating close to 35,000 kWh and avoiding approximately 6 tonnes of CO₂ emissions.

- **Biodiversity and protection of the natural environment**

To mark International Day for Biological Diversity, the circuit launched a partnership with *National Trust – Stowe Gardens*, aimed at protecting the natural environment and raising environmental awareness, strengthening the event's connection with the host territory.

- **Sustainability awareness and education**

The event incorporated multiple awareness-raising actions aimed at spectators, combining digital communication, signage and educational content. These included “Bin It Right” campaigns promoting correct waste separation, the use of interactive maps and QR codes to share information on sustainable initiatives at the venue and mobility surveys addressed to spectators, aimed at improving future environmental decision-making.

GO PRO Grand Prix of Aragón

During the 2025 Aragón Grand Prix, the MotorLand circuit implemented targeted initiatives in the areas of environmental management and sustainable mobility, adapted to its territorial context and the characteristics of the event.

- **Biodiversity protection and restoration of the natural environment**

The circuit continued to advance its ecological restoration project launched in previous years through a revegetation and forest restoration plan carried out in March 2025 in the areas of Grandstands 3, 4 and 6.

The initiative included the planting of more than 6,000 specimens of native species, including pines, holm oaks, junipers and Mediterranean shrub species, with the aim of improving the circuit's landscape integration, strengthening soil protection and fostering increased local biodiversity.

- **Sustainable mobility for spectators**

To facilitate access to the circuit and reduce the use of private vehicles, a system of free shuttle services was implemented between the city of Alcañiz and the circuit during the Grand Prix weekend, together with internal transport services within the venue.

Brembo Grand Prix of Italy

Mugello stood out for circularity, collective mobility and resource efficiency, with quantified results:

- **Circular economy and environmental awareness**

The circuit developed a specific awareness-raising and selective collection initiative for plastic packaging in collaboration with the COREPLA consortium. The initiative combined the installation of an eco-compactor with the presence of dedicated staff (“Green Rangers”) in the spectator areas, achieving the collection and recycling of 90 kg of PET bottles (approximately 2,800 units) over the event weekend.

- **Sustainable mobility for spectators**

The circuit strengthened the use of collective transport alternatives to reduce the impact associated with spectator mobility, through coach services from various Italian cities and enhanced rail connections between Florence and Scarperia, complemented by free shuttle services to the circuit.

- **Environmental management and resource efficiency**

A 252 kWp photovoltaic plant, covering approximately 20% of the circuit's annual energy consumption, together with the widespread

availability of free drinking water points in the paddock and spectator areas, contributed to the reduction of packaging waste.

Motul TT Grand Prix of the Netherlands

The Assen circuit implemented various social and community initiatives, reinforcing the role of the event as a space for inclusion and citizen participation.

- **Community participation and local volunteering**

Participation of local volunteers (clubs and community groups) to provide operational support and reinforce activities in common areas.

- **Social inclusion and accessible experiences**

In collaboration with local social organisations, the circuit promoted several initiatives aimed at vulnerable groups. Notable examples include cooperation with the Wish Ambulance Association, which made it possible to fulfil the wishes of three individuals by facilitating their visit to the circuit Grandstand, as well as an initiative developed together with the *Stichting Happy Smile* association, thanks to which 20 families with children were welcomed each day of the event to enjoy a personalised experience at the circuit.

- **Promotion of a safe and inclusive environment – *Motormeiden TT Checkpoint***

During the event, the *Motormeiden TT Checkpoint* was set up in the spectator area. This initiative aimed to promote a safe, respectful and inclusive environment. The space also served as an information point on the *Motormeiden* community, fostering awareness of responsible behaviour and highlighting the role of women in the world of motorcycling.

Liqui Moly Grand Prix of Germany

Sachsenring integrated environmental measures with a strong territorial and social component:

- **Integrated environmental approach to energy, resources and protection of the environment**

The use of compostable packaging and reuse systems was promoted, including a deposit and return system for cups in the spectator areas. In 2025, protection of the surrounding environment was strengthened through the installation of a noise barrier, aimed at reducing the sound impact of the event on neighbouring residential areas.

- **Sustainable mobility and access to the event**

Remote parking areas connected by shuttle services and new bicycle parking areas were introduced to reduce traffic and associated emissions.

- **Support for local development and the proximity economy**

In the spectator areas, spaces were set up to promote regional tourism, giving visibility to local tourism entities such as the Chemnitz-Zwickau region and Hohenstein-Ernstthal. Priority was also given to local food and beverage suppliers, helping to reduce transport distances and generate a positive economic impact in the surrounding area.

- **Social commitment, youth and community**

The *BplusL Charity Run* brought together around 600 participants and raised approximately €24,000, which was allocated to four local social organisations working with people with disabilities, children and other vulnerable groups.

Monster Energy Grand Prix of Catalonia

The Catalan Grand Prix stood out for the integration of sustainability initiatives aligned with the territorial and cultural context of the event.

- **Promotion of sustainable, locally sourced gastronomy**

As part of the recognition of Catalonia as the *World Region of Gastronomy 2025*, the Circuit de Barcelona-Catalunya hosted the *Gastronomic Forum*. The forum brought together chefs and hospitality professionals, alongside institutional representatives and figures from the sporting sector, to discuss responsible gastronomy practices, the use of local products and the reduction of food waste in high-demand operational environments.

As part of the programme, an outreach and participatory activity aimed at the public was organised, in which chefs Ada Parellada and Nandu Jubany, together with riders Maverick Viñales and Diogo Moreira, took part in a cooking show focused on preparing zero-waste recipes using local and seasonal ingredients.

- **Sustainable mobility**

The event actively promoted access by public transport through agreements with Rodalies de Catalunya and the Sagalés bus network, as well as the availability of 14 electric vehicle charging points within the circuit.

- **Social impact, local culture and awareness-raising**

Purple points for the assistance and prevention of harassment situations, accessibility infrastructure such as platforms for people with reduced mobility, support electric vehicles and specialised volunteers, as well as cultural and educational activities aimed at the public and families.

Red Bull Grand Prix of San Marino and the Rimini Riviera

Misano stood out for intermodal mobility, circularity and inclusion:

- **Sustainable mobility and reduction of transport-related impact**

In collaboration with *Bus For Fun*, access to the circuit was promoted through coach services from various cities. In addition, free shuttle services were provided from Riccione and Cattolica, together with a dedicated shuttle train between Misano Adriatico and the circuit, with centralised information provided through the circuit's official channels.

- **Circular economy and environmental awareness – collaboration with COREPLA**

Several awareness-raising and plastic waste recovery actions were implemented in collaboration with the COREPLA Consortium. These included the installation of eco-compactors, the presence of *Green Rangers* in spectator areas and the selective collection of PET bottles in strategic locations. Overall, these initiatives made it possible to recover approximately 49 kg of PET over the event weekend, combining environmental action with public education.

- **Social commitment and accessibility – *Solidarity Pit Lane* and community participation**

The *Solidarity Pit Lane* initiative enabled 68 participants from five local associations to access the paddock and enjoy an adapted experience. In addition, accessibility management and assistance for people with disabilities were coordinated by the *Associazione Papa Giovanni XXIII*, with accessible platforms, a pre-booking system and specialised support throughout the event.

Motul Grand Prix of Japan

The Japanese Grand Prix stood out in 2025 for its advanced integration of sustainability into event operations, combining decarbonization, operational efficiency, community engagement and environmental education.

• Decarbonization strategy and renewable energy

The circuit made significant progress towards its 2030 climate neutrality target. During the event, 100% of the energy consumed came from renewable sources (wind, hydro and solar), with total consumption of 120,755 kWh fully covered through green electricity contracts.

In addition, generators and support vehicles operated on carbon-offset fuel supplied by ENEOS (23,137 litres, 100% covered by voluntary credits), directly reducing emissions associated with the operation of the Grand Prix.

• Sustainable mobility and reduction of spectator-related emissions

Of the 158 operational vehicles, electric, hybrid and EV vehicles were used for logistics and support tasks. Furthermore, the “Overnight Square” initiative, developed together with Honda, encouraged longer stays within the venue, achieving a 20% increase in overnight stays and an estimated 24% reduction in CO₂ emissions associated with external travel (≈16 t). Access was further supported by free shuttle services from Utsunomiya station.

• Biodiversity and environmental conservation – “Hello Woods”

The circuit strengthened its commitment to biodiversity through the “Hello Woods” area, integrating forest conservation, environmental education and community participation.

In 2025, Moto2™ and Moto3™ riders, together with local primary school students, took part in forest management activities aimed at ecosystem regeneration, increasing CO₂ absorption and protecting natural habitats. These actions form part of a long-term strategy based on traditional Satoyama culture, applied to the circuit's surroundings.

• Road safety, inclusion and youth

Motegi developed specific road safety education and social inclusion initiatives in collaboration with the *Honda Traffic Education Center (TECM)*. Johann Zarco, a MotoGP™ rider, actively took part in training sessions aimed at young people, women and novice riders, promoting safe riding practices.

At the same time, the Zero-Yen Pass (ages 16–23) strengthened youth access to the event, with 3,846 attendees, representing an increase of approximately 80% compared to the previous year.

Pertamina Grand Prix of Indonesia

The Indonesian Grand Prix stood out in 2025 for its focus on social and educational impact.

• Education and road safety: riders as awareness-raising agents

As part of the “#IndonesianGP Goes to Schools”, initiative, jointly

developed by MotoGP Group and ITDC, Moto2™ and Moto3™ riders took part directly in educational activities at schools in the Central Lombok area. The initiative involved more than 350 students from two local schools (*SD Negeri Ngolang and Pondok Pesantren Nurul Ijtihad NU Lens*), combining talks on MotoGP™ with practical road safety workshops delivered together with the local police. Activities included simulations on correct helmet use, basic traffic rules, safe crossings and responsible behaviour in public spaces.

• Educational access to the paddock and the event

In parallel, the programme included actions to facilitate student access to the event itself. Two hundred secondary school students from 21 educational institutions took part in guided paddock tours, organised as rotating educational stations showcasing different areas of the championship (podium, press, broadcasters, *Asia Talent Cup*, technical suppliers). In addition, a further 1,000 students attended free practice and qualifying sessions from the Grandstand, preceded by induction sessions on safety and appropriate behaviour at the circuit.

Liqui Moly Australian Motorcycle Grand Prix

The Australian Grand Prix stood out for a comprehensive sustainability approach with strong local roots, combining circular economy, social inclusion, education and cultural recognition.

• Circular economy and waste reduction

Donation of floral arrangements, recycling of signage, the *Container Deposit Scheme* and reuse projects (coffee grounds, reusable tableware systems with *Green My Plate*) were implemented to reduce single-use plastics.

• Cultural integration and recognition of the First Nations

The Grand Prix structurally incorporated the Indigenous cultural dimension through the official *Welcome to Country* ceremony, organised with the *Bunurong Land Council*, as well as cultural education talks for event staff and collaborators. In addition, progress was made on linguistic integration projects by incorporating words from the Bunurong language into signage and event content, contributing to cultural preservation and raising awareness among attendees.

• Education, youth and links with the education system

The circuit developed a wide-ranging educational programme aimed at students and young people, notably the *Learn Trackside Program*, which combined STEM activities, road safety and cultural experiences in collaboration with local universities and educational institutions. Initiatives such as the *Race 2 Renew Challenge*—focused on designing motorcycles using recycled materials— together with educational activities for younger audiences, strengthened the link between sustainability, innovation and sport.

• Social commitment, inclusion and community

The *Island Unlocked Experience* programme enabled accessible experiences for people with disabilities, while various partnerships with social organisations made it possible to offer unique experiences to people with serious illnesses.

In addition, initiatives to support the local community were developed, including community open days, activities with local businesses and solidarity programmes linked to mental health and wellbeing.

Petronas Grand Prix of Malaysia

The Malaysian Grand Prix stood out for its structured approach to the circular economy, advanced waste management and energy transition.

• Recovery of organic and food waste

During the event, several initiatives aimed at recovering organic waste were implemented: Recovery of used cooking oil (UCO) for conversion into biodiesel. Food Waste-to-Energy programme, under which food waste was sent to anaerobic digestion processes for the generation of renewable energy.

• Sustainable internal mobility

In terms of operational mobility, the number of electric scooters used on site increased by 62% compared to the previous year, reducing emissions associated with internal movements during the event and improving the circuit's logistical efficiency.

Qatar Airways Grand Prix of Portugal

The Portuguese Grand Prix stood out for a pragmatic approach focused on sustainable mobility, reducing the event's operational impact and strengthening links with the local environment.

• Sustainable mobility and reduction of transport impact

During the event, electric bus services were provided to transport spectators from the city to the circuit, complemented by the use of electric vehicles for internal mobility in the paddock and operational areas.

• Commitment to the territory and the local community

The circuit prioritised local sourcing of people, goods and services, contributing to the economic development of the Algarve and reducing impacts associated with supplier transport. In parallel, awareness-raising and communication actions were developed for spectators and stakeholders, encouraging responsible behaviour and fostering a shared culture of sustainability throughout the event.

The initiatives described reflect different approaches and levels of maturity in the integration of sustainability across the Grand Prix, depending on the territorial, operational and organisational characteristics of each circuit. Beyond the examples highlighted, the 2025 calendar as a whole shows a progressive incorporation of environmental and social criteria into event planning and delivery, consolidating the role of MotoGP™ as a platform for positive impact in host territories.





5.6. SOCIAL IMPACT AND CONTRIBUTION TO SUSTAINABLE DEVELOPMENT

At MotoGP Group, we understand sustainability as a shared responsibility and a driver of long-term value creation. In line with the **Racing for the Future** strategy, we work to integrate ESG considerations into decision-making, anticipate stakeholder expectations and strengthen the championship's positive impact on both the sport and the territories and communities that host it.

5.6.1. MANAGING EXPECTATIONS

Since 2021, a dynamic approach has been adopted to identify, prioritise and manage environmental, social and governance (ESG) challenges and opportunities, with the aim of maximising the positive impact of the championships and related activities on the sporting, social and territorial environments in which the organisation operates.

This approach is based on recognising the complexity of our operations, which involve multiple stakeholders — riders, teams, circuits, promoters, federations, public authorities, sponsors, suppliers, employees and fans — with diverse expectations that must be aligned through ongoing dialogue, collaboration and responsible management.

In continuity with the strategic evolution initiated in previous years, during 2025 MotoGP Group continued to develop and implement its sustainability vision under the **Racing for the Future framework**, consolidating its deployment as a cross-cutting reference for the Group's activities.

Strategic framework: pillars and areas of action

The **Racing for the Future** strategy is structured around three fundamental pillars, aligned with the Group's business model and applied consistently across its different areas of activity:

- **PLANET**: Reducing the environmental footprint and promoting technological innovation as a response to global sustainability challenges.
- **EVERYONE**: Fostering an inclusive, equitable and safe environment, promoting wellbeing, diversity and equal opportunities.
- **LEGACY**: Ensuring that sustainability lies at the heart of our legacy, generating a positive impact that goes beyond racing.

These pillars are delivered through three major, interconnected areas of action: the sport, our events and the organisation.

1. THE SPORT

Sport lies at the core of MotoGP Group's activity and represents a privileged space to drive structural change with an impact beyond the competitive sphere. The championships organised by the Company act as a laboratory for technological, social and safety innovation, with the capacity to influence both the motorcycling industry and society as a whole.

Reflection of the pillars in action:

PLANET

Since the 2024 season, MotoGP™ has progressively introduced the use of fuels with a 40% non-fossil component across all categories of the World Championship, as an intermediate step towards the goal of achieving 100% non-fossil fuels by 2027.

During 2025, MotoE™ completed its final season, consolidating its role as a testing platform for electric mobility, batteries and energy management and providing valuable learnings for the future development of sustainable solutions in motorcycling and other areas of mobility.

EVERYONE

Through programmes such as *Road to MotoGP™*, the *FIM MiniGP World Series* and the *FIM Women's Circuit Racing World Championship*, MotoGP Group promotes equal opportunities, diversity and access to top-level motorcycling. These programmes support the development of young and diverse talent by offering structured and accessible sporting pathways. Cases such as that of Ai Ogura, who trained in feeder championships and later established himself in Moto2™, illustrate the real impact of these initiatives on democratising access to the sport.

LEGACY

Innovations such as the airbag integrated into riders' suits or advances in helmet safety have gone beyond the sporting environment and seek to deliver solutions that benefit society as a whole.

2. OUR EVENTS

Sporting events represent one of MotoGP Group's main impact platforms, both due to their international reach and their ability to generate economic, social and environmental value in host territories. Sustainability is integrated across all phases of the event lifecycle: planning, delivery and post-event evaluation.

Collaboration with circuits, promoters, public authorities, suppliers, sponsors and social organisations is key to ensuring that Grand Prix are delivered responsibly, inclusively and in line with stakeholder expectations.

PLANET

MotoGP Group operates a Sustainable Event Management System certified in accordance with ISO 20121, which continued to be applied and improved throughout 2025. This system provides a structured framework for the responsible management of aspects such as energy consumption, waste management, sustainable mobility and coordination with circuits.

During the year, active work was carried out on the system's recertification (obtained in July 2025) and on process updates, reinforcing the role of circuits as key actors in the implementation of environmental measures at local level.

EVERYONE

Events have been used as platforms for awareness-raising and social action. In 2025, specific awareness and fundraising initiatives were developed, including:

- Collaboration with *Good Max – Fury Against Childhood Cancer* during the Catalan Grand Prix, which combined awareness-raising actions with fundraising activities to support childhood cancer research, integrating charitable activations within the event framework.
- Solidarity actions promoted during the United Kingdom Grand Prix (Silverstone) in collaboration with *Young Lives vs Cancer*, which enabled funds to be raised to support young people and families affected by cancer, through the auction of a helmet worn by Jake Dixon during the race.

These initiatives were complemented by accessibility, inclusion, volunteering and community engagement actions developed in collaboration with circuits, local associations and social organisations.

LEGACY

Grand Prix generate a significant economic impact in the regions where they are held, boosting tourism, local employment and collaboration with nearby suppliers. This contribution positions MotoGP™ as a catalyst for sustainable economic development and as a platform for international visibility for host territories.

3. AT HOME

This area encompasses the internal operations, corporate policies and organisational practices that enable MotoGP Group to carry out its activities in a manner consistent with its ESG commitments.

PLANET

In 2025, MotoGP Group launched its Decarbonization Plan, which sets out the strategic framework for reducing Scope 1 and 2 emissions, marking a significant milestone in the organisation's environmental management. This plan is supported by measures such as logistics optimisation, the use of alternative fuels and the installation of solar panels at the Barcelona offices, the rollout of which was completed during the year.

EVERYONE

MotoGP Group promotes an inclusive and balanced working environment through flexible working policies, work-life balance and well-being initiatives, as well as through an Equality Plan aimed at fostering diversity and equity across all levels of the organisation.

LEGACY

ESG criteria are progressively integrated into governance bodies and decision-making processes. Ongoing training and professional development for employees reinforce a corporate culture focused on responsibility, innovation and long-term value creation.

Ongoing commitment

MotoGP Group understands sustainability as a process of continuous improvement and constant adaptation to the expectations of its stakeholders. Through **Racing for the Future**, the Company consolidates its commitment to demonstrating that sporting excellence and the excitement of racing can go hand in hand with a positive and lasting impact for people, communities and the planet.

5.6.2. DIALOGUE WITH STAKEHOLDERS

By the very nature of its activity, MotoGP Group interacts on an ongoing basis with a wide range of stakeholders whose interests, expectations and levels of influence are diverse. Effective management of this relational ecosystem is key to anticipating risks, identifying opportunities and generating sustainable long-term value.



MotoGP Group regards structured, fluid and ongoing dialogue with its stakeholders as an essential element of its responsible management model. This dialogue makes it possible to gain a more accurate understanding of the social, environmental and economic expectations associated with its activities and to integrate these expectations into strategic and operational decision-making processes.

The identification and prioritisation of stakeholders is reviewed periodically, taking into account business evolution, the regulatory context and the impacts associated with the activity. For each stakeholder group, the Company has specific communication channels in place that facilitate two-way information exchange and help strengthen relationships based on transparency, trust and long-term collaboration.

SHAREHOLDERS

- Directors' Report
- Non-financial statement
- Regular Board of Directors and Audit Committee meetings
- Quarterly reports

PUBLIC AUTHORITIES

- In-person meetings and videoconferences
- e-Mailings
- Corporate websites
- Social media: YouTube, Twitter, Facebook and LinkedIn

MANUFACTURERS

- MSMA (*Motorcycle Sport Manufacturers Association*)
- Association of manufacturers and championship participants
- Grand Prix and SBK Commission
- In-person meetings and videoconferences
- e-Mailings

TEAMS AND RIDERS

- In-person meetings and videoconferences
- Corporate websites
- Social media: YouTube, Twitter, Facebook and LinkedIn
- Corporate events
- e-Mailings
- Participant management platform
- SBK App
- IRTA Committee Representation of Teams and Riders in the championships

FEDERATIONS

- In-person meetings and videoconferences
- e-Mailings
- Corporate websites
- Social media: YouTube, Twitter, Facebook and LinkedIn
- Corporate events

BROADCAST RIGHTS HOLDERS

- In-person meetings and videoconferences.
- e-Mailings
- Corporate websites
- Social media: YouTube, Twitter, Facebook and LinkedIn
- Corporate events
- MotoGP™ Fantasy
- Predictor
- Videopass

PROMOTERS / CIRCUITS

- In-person meetings and videoconferences.
- e-Mailings
- Corporate websites
- Social media: YouTube, Twitter, Facebook and LinkedIn
- Corporate events
- Participant management platform

SPONSORS

- In-person meetings and videoconferences.
- e-Mailings
- Corporate websites
- Social media: YouTube, Twitter, Facebook and LinkedIn
- Corporate events
- Participant management platform

EMPLOYEES

- e-mailings and regular HR communications
- Works council
- Health and safety committee
- Meetings with department heads

GENERAL PUBLIC: FOLLOWERS

- e-Mailings
- Corporate websites
- Social media: YouTube, Twitter, Facebook and LinkedIn
- Corporate events
- Customer service

GENERAL PUBLIC: COMPANY

- Corporate websites
- Social media: YouTube, Twitter, Facebook and LinkedIn
- Corporate events

GENERAL PUBLIC: MEDIA OUTLETS

- In-person meetings and videoconferences.
- e-Mailings
- Corporate websites
- Social media: YouTube, Twitter, Facebook and LinkedIn
- Corporate events
- Management platforms

SUPPLIERS

- In-person meetings and videoconferences.
- e-Mailings
- Corporate websites
- Participant management platform

In addition to these channels, MotoGP Group uses its corporate digital platforms as a key tool for outreach and transparency. In this regard, the dedicated sustainability section on MotoGP Group's corporate website (<https://www.dorna.com/racing-for-the-future/>) serves as a reference space to inform stakeholders about the Company's ESG vision, the **Racing for the Future** strategy and progress across its three pillars: PLANET, EVERYONE and LEGACY.

Likewise, in 2025 the **"Racing for the Future"** section of the official MotoGP™ website (<https://www.motogp.com/es/racing-for-the-future/>), was updated, strengthening message consistency and improving access to sustainability-related information. This section provides a structured overview of the main ESG projects and initiatives developed within the championships, including social impact programmes, fan awareness initiatives, progress in decarbonization, the promotion of healthier event environments and advances in the implementation of the sustainable management system certified under ISO 20121.

Through this set of formal and informal dialogue mechanisms, MotoGP Group reinforces its commitment to responsible management, aimed at integrating stakeholder expectations and consolidating the role of MotoGP™ as a platform for positive global impact.

5.6.3. WITH THE COMMUNITIES THAT HOST US

Numerous key stakeholders are involved in the organisation and delivery of MotoGP Group's sporting events, including MotoGP Group itself, federations, teams, promoters, media, public authorities and fans, among others. The positive impact that these events generate on local economies is recognised and it is common for governments and local authorities to support their organisation, aware of the associated economic and social benefits.

Identified impacts include expenditure on suppliers and materials, hospitality services, transport and other activities linked to the organisation and delivery of the events. These effects are primarily concentrated in host regions, although they also have global repercussions, both through purchases from international suppliers and through social activities associated with television broadcasts.

In 2025, the growth of these events continued, reaching a new attendance record in a MotoGP™ season, with 3.66 million people attending competitions across all circuits, calculated over the three days of each event. This figure places the 2025 season as the highest-attended in the history of the championship.

This significant increase highlights the growing passion of fans for motorcycling and their strong commitment to the live experience, contributing in a meaningful way to the economic and social dynamization of host communities, both locally and globally.

Socio-economic impact of events

The staging of sporting events such as Grand Prix has a notable influence on both the financial and social spheres. Their organisation requires cooperation between government bodies, private companies and other key stakeholders. These events have an impact on sectors such as tourism, trade, employment and industry and even on the political and administrative management of host regions.

In the tourism sector, particular emphasis is placed on the financial benefits derived from spectator spending on transport, accommodation, food services and leisure activities. In addition, these competitions often act as catalysts for promoting the destination at global level, attracting visitors not only during the event itself but also over the longer term.

Across the 22 Grand Prix held in 2025, a total of 121,575 people were involved. Across teams; 31.7% comprised members of five or more different nationalities, while 22.3% included trainees within their workforce.

According to a survey conducted by MotoGP Group in 2025 among fans and key circuit personnel, 67.5% of spectators attending the events reside in the host country, while 32.5% are international visitors. Despite the majority living in the host country, 54.0% travel more than 200 kilometres to reach the circuit, highlighting a considerable regional impact. This movement of spectators not only boosts the local economy but also supports the growth of the tourism sector in surrounding areas.

The economic and social impact of the Grand Prix extends far beyond the race weekend itself, delivering both immediate and long-term benefits. According to the survey conducted, 80.8% of spectators attending the circuit spent at least one night away from home, directly boosting sectors such as hospitality, food services and other local businesses.

Beyond the direct impact, these extended stays encourage repeat tourism, as many fans consider returning in the future to enjoy additional holidays in the host destination. This strengthens the positioning of the regions as attractive locations not only for sporting events but also for traditional tourism.

On the other hand, event broadcasting significantly increases the visibility of host regions. Before and after the races, broadcasts highlight the cultural, natural and tourist attractions of the destination, consolidating its reputation as a place of international interest. This type of exposure not only generates an immediate economic impact but also influences future travel planning and reinforces the association of the destination with high-profile events.

In summary, the organisation of sporting events of this scale not only mobilises thousands of people and benefits local economies but also acts as a strategic tool for territorial promotion, positioning host regions on the global map and attracting a steady flow of tourists, resulting in a lasting positive economic impact beyond sport.

5.6.4. TALENT DEVELOPMENT

The staging of Grand Prix has strengthened a deeply meaningful link between MotoGP Group and the regions that host these events. For more than twenty years, MotoGP Group has been strongly committed to opening the world of motorcycling to a wider audience, facilitating access and increasing opportunities on the path towards equity. Each of our talent development programmes is integrated within the *Road to MotoGP™* initiative, whose purpose is not only to develop riders' on-track skills, but also to instil sporting values and provide transversal competencies such as effective communication and proficiency in English.

By supporting educational programmes and youth motorcycling competitions worldwide, MotoGP Group actively contributes to the

academic and sporting development of many young people, fostering both their personal and professional growth. This commitment translates into a significant contribution to the future of motorcycling, ensuring that new generations have the resources they need to thrive in a highly competitive environment.

MotoGP Group has a dedicated Talent Promotion department responsible for coordinating the actions required to create opportunities for a new generation of riders worldwide. This department fosters cultural diversity across our championships and promotes a more equitable environment, helping to create a level and accessible playing field for all. Through this work, we promote a more inclusive and diverse motorcycling ecosystem, consolidating our role as a catalyst for change and progress within the industry.

With a global approach, the Talent Promotion department has strengthened the *Road to MotoGP™* through a development model that brings the sport closer to everyone, overcoming geographical and economic barriers.

The first level of the programme is formed by the *FIM MotoMini World Series* (formerly the *FIM MiniGP World Series*). In 2025, 22 federations organising national championships came together to take part in a World Final, where MotoGP™ stars mentor young riders and guide them throughout the competition week. Boys and girls from 26 countries took part in the Valencia finals in 2025.

The next step in the Road to MotoGP™ pathway is made up of the *Moto4 cups* (before *Talent Cups*): *Idemitsu Moto4 Asia Cup* (2014), *R&G Moto4 British Cup* (2016), *Moto4 Northern Cup* (2020), *Moto4 Latin Cup* (2025) and the *MotoAmerica Talent Cup* (2025). Geographically distributed and ensuring the same technical and sporting standards, these competitions provide an ideal platform for the development of young riders in a highly competitive environment. Examples include rider Diego Moreira, who became the first Brazilian world champion in motorcycling in the inaugural season of the LATC/MATC and Somkiat Chantira, the first Thai rider to compete in WorldSBK.

Supported by the role of the coach, riders are provided with guidance to support their sporting development, closely monitoring their performance throughout the championship and identifying areas for improvement. In collaboration with Accenture, the *Idemitsu Moto4 Asia Cup* also delivers workshops on communication, nutrition and training, among other topics, helping riders off the track.

At the highest level of Road to MotoGP™, riders can showcase their talent in the Red Bull MotoGP™ Rookies Cup and/or the *FIM MotoJunior World Championship* (formerly the *FIM JuniorGP World Championship*), which represents the final step before the MotoGP™ World Championship.

The medium-term results produced by these projects for the sport are tangible and demonstrate the effectiveness of the model. This year, 90% of riders competing in the World Championship have emerged from Road to MotoGP™ projects. In addition, 60% of non-Spanish or Italian riders competing in the 2025 World Championship have progressed through regional talent cups (*Asian Talent Cup*, *Northern Talent Cup* and *British Talent Cup*). These global efforts have generated increased interest in the sport, with higher attendance at national events thanks to the "Local Hero" effect, market expansion, the creation of new commercial

agreements and growth in audiences and consumption of MotoGP™-related products.

5.6.5. KEY PARTNERSHIPS WITH NON-PROFIT ORGANISATIONS

Through our events and the Group's global communication channels, we support the social action of various non-profit organisations. In addition to helping disseminate their messages and raise public awareness, our initiatives facilitate fundraising and the development of projects with social, health and community impact at both local and international level.

ModaRE- Circular economy and social inclusion (Spain)

During 2025, MotoGP Group carried out an internal campaign to collect used clothing and uniforms at its Madrid and Barcelona offices, in collaboration with ModaRE, an initiative promoted by the *Fundació Formació i Treball*, focused on circular economy and labour inclusion.

As a result of this campaign, MotoGP Group made a certified donation of a total of 192 kg of clothing, including corporate garments bearing the Alpinestars logo and everyday clothing. This collaboration generates a fourfold social and environmental impact by:

- Facilitating access to clothing for individuals and families in vulnerable situations.
- Creating employment for groups at risk of social exclusion.
- Reducing waste and extending the lifecycle of garments.
- Supporting local initiatives and the proximity economy.

In addition, part of the corporate clothing bearing the MotoGP™ logo was channelled through Nantik – África Directo for distribution through international social projects.

In 2025, MotoGP™ joined the Good Max – The Race Against Childhood Cancer campaign, with the aim of supporting childhood cancer research and raising awareness of the funding gap in paediatric oncology at global level.

The initiative was created by Ignacio Vilarroig and his family following the diagnosis, in 2024, of a brain tumour in their 12-year-old son Max at Hospital Sant Joan de Déu (Barcelona). The campaign highlights a structural reality of the health research system: each year, more than 400,000 children worldwide are diagnosed with cancer, while only around 4% of global oncology research funding is allocated to paediatric oncology.

As part of this collaboration, MotoGP™ contributed to visibility and fundraising through a solidarity initiative linked to the *Monster Energy Grand Prix of Catalonia*. Through a charity raffle hosted on the *FansxLife* platform, fans were able to make donations fully allocated to childhood cancer research at Hospital Sant Joan de Déu. The initiative offered, as an incentive, an exclusive experience for two people, including access to the paddock and the MotoGP™ starting grid, using the appeal of the sporting event as a tool for social mobilisation.



In parallel, the action incorporated a direct social dimension by facilitating the participation of a small group of child patients from Hospital Sant Joan de Déu at the Catalan Grand Prix, allowing them to experience the event from the inside and reinforcing the human and awareness-raising component of the initiative.

***Young Lives vs Cancer and Wishes 4 Kids* Fundraising at the United Kingdom Grand Prix**

During the Tissot Grand Prix of the United Kingdom (Silverstone), MotoGP™ supported a solidarity fundraising initiative for *Young Lives vs Cancer* and *Wishes 4 Kids*, driven by rider Jake Dixon and promoted by Luca and Sylvain Guintoli, in a context of personal significance.

The initiative centred on the donation of one of Jake Dixon's race helmets, featuring a unique design incorporating the handprints of Luca Guintoli, son of Sylvain Guintoli, who was diagnosed with cancer and has been undergoing intensive treatment since summer 2024. The action highlighted the impact that serious illnesses have on children and families, as well as the essential role played by specialised organisations in providing medical, social and emotional support throughout these processes.

Fundraising was carried out through a solidarity participation system, whereby fans could make a financial contribution for the chance to receive the helmet, with 100% of the funds raised allocated to the two beneficiary organisations. The initiative channelled the reach of the sporting event towards a social purpose, mobilising the fan community in support of families affected by serious childhood illnesses.

As a result of this action, *Young Lives vs Cancer* raised a total of GBP 30,185, contributing to the funding of support services for children, young people and families during the illness process, as well as accompaniment and wellbeing programmes.

This initiative reinforces MotoGP™'s role as a platform for social impact, capable of amplifying charitable causes through the direct involvement of riders, families and fans and of generating tangible support for organisations working in areas of high social sensitivity.

Two Wheels for Life

For almost 30 years, *Two Wheels for Life* has organised unique activities, auctions of collectible items and experiential opportunities to raise funds for its vital work using motorcycles in rural areas across several African countries, together with its sister organisation *Riders for Health*.

Working alongside MotoGP Group, funds have been raised to change and save thousands of lives.

Two Wheels for Life events offer motorcycle racing fans the opportunity to enjoy a unique experience at selected MotoGP Group events, such as accessing the paddock from the inside and witnessing riders' race preparations. All of this is made possible thanks to the cooperation of local organisers, and the participation of all companies present in the paddock.

Fundraising initiatives in 2025:

- Auctions and weekend activities at Silverstone during the MotoGP™ Grand Prix, raising a total of EUR 174,106.
- Auctions at the Dutch TT, raising a total of EUR 26,402.
- Pit lane opening at Sachsenring, raising EUR 18,000.
- MotoGP™ online auctions (including team auctions), raising a total of EUR 86,800.
- MotoGP™ Experience Days, raising EUR 127,595.
- WorldSBK at Donington Park organised a series of activities, raising EUR 26,665.

Activities carried out under the Africa programmes:

- In June, 61 new Yamaha Motor AG100 motorcycles were delivered to *Riders For Health* in The Gambia, enabling health workers to reach the most isolated and remote families and communities in a fast, safe and reliable manner.
- Training of motorcycle mechanics in Lesotho.
- Driver training in Lesotho. Training of new health workers in motorcycle riding. Refresher training for motorcycle couriers transporting samples. Refresher training for established healthcare professionals: nurses, clinicians, midwives and public health officers.
- Train-the-trainer courses were also delivered to enable local individuals to become fully qualified motorcycle riding instructors.
- Engine hoist for ambulance maintenance in Nigeria.
- The Gambia programme successfully completed a digital audit of its operations, enabling greater efficiency in resource allocation and issue assessment and producing results in the form of an impact report published in April 2025. This audit is now a model to be followed by other *Riders for Health* teams.
- *Two Wheels for Life* contributed, in part, to Riders Revival, the largest gathering of Riders for Health and Two Wheels for Life staff in the history of the organisations. The event took place in The Gambia and provided a valuable opportunity to come together and discuss shared challenges, goals and working practices, to reset organisational standards and objectives and to deliver leadership training.
- With the support of the Metropolitan Police Service in London, we were able to offer Motorcycle Safe Riding courses using funds allocated to *Two Wheels for Life*. These courses were also used as an opportunity to engage with participants about MotoGP™ and *Two Wheels for Life*.

Impact on healthcare delivery in 2024/25:

- 10,000 healthcare facilities (clinics, laboratories and hospitals) served.
- 3.2 million patient samples transported for diagnosis.
- 271 sample couriers mobilised for rapid diagnosis.
- 1.2 million prescriptions for critical medicines delivered.
- 1.2 million vaccines transported.
- 520,000 transported with cold chain protection.
- 3.6 million life-saving health supplies delivered to hospitals and clinics.

5.7. RECIPIENTS OF OUR SERVICES

Various international championships and competitions are organised under agreements with the FIM. At each event, the national promoters responsible for the circuits sell and distribute tickets and are also in charge of ensuring the implementation of all health and safety measures required by national law to protect attendees.

In addition to its own OTT platform, to ensure that fans all over the world can enjoy motorcycling racing, MotoGP Group has commercial agreements with various global content platforms and broadcast partners, allowing it to reach hundreds of millions of viewers. These agreements enable companies in different industries to reach a wide audience through advertising spaces both at the circuits and during broadcasts. All these activities are carried out in accordance with local regulations governing advertising at sporting events. MotoGP Group also manages the **Ad-Time®** advertising system widely used at sporting events and holds the trademark licensing rights to manufacture and sell merchandise.

5.7.1. SPONSORS AND BROADCASTING PLATFORMS

MotoGP Group has specialised commercial and operational teams for managing the different types of customers, partners and suppliers. We oversee the entire organisation of each Grand Prix and are directly involved in the sporting dimension of the competition. Accordingly, we can ensure the production of high-quality content for the media, appropriate coverage and distribution, the coordination of television rights and all championship-related communications. For its part, the sales department is responsible for securing sponsorship, selling licensing rights and managing corporate hospitality services.

**5.7.2. COMMITTED TO MOTORCYCLE
RACING ENTHUSIASTS**

Our Customer Services department is in constant contact with fans. Knowing their preferences and expectations at any given time is essential if we want to continue offering them the best possible experience with their favourite sport. We have taken this approach from the outset, as evidenced by MotoGP Group's innovative

video-on-demand services offering. However, the current context calls for a more profound and far-reaching digital transformation that brings the services much closer to fans.

To enhance fans' experience, the **Fan Relationship Management (FRM)** system has been introduced to allow us to build a unique, 360-degree profile of fans. FRM also allows us to customise communications with fans and improve the service offered to customers.

5.7.3. SERVICE INNOVATION AND IMPROVEMENT

As part of our ongoing commitment to sustainability and enhancing fan experience, in 2025 we undertook a number of projects, as described below:

1. Implementation of synthetic monitors (SM)

An internal development focused on improving the monitoring, observability and data integrity of certain data streams that are extremely important in live operations (video streaming and live timing from the circuit). Full project implementation took around 40 person-days and greatly exceeded expectations and has now become a 'work tool' for our operations team.

2. Launch of a new Ingest & Replays system:

A completely new Ingest & Replays system has been in operation at the circuits since the start of the MotoGP™ season. This has enabled us to:

- Maintain a critical service with an excellent level of reliability, overcoming the limitations of the previous system, which had become obsolete and no longer provided the robustness required for a premium sport like MotoGP™.
- Technology upgrades: The new system is based on more modern and advanced technologies and opens up new operational possibilities.
- Efficient remote work: Up to six replay operators can now work remotely from the offices in Barcelona, without having to travel to the European circuits, while obtaining the exact same result as if they were at the actual circuit.

This development not only enhances efficiency and reduces logistics costs but also ensures service continuity and quality in such a demanding environment as MotoGP™.

3. Customer service queries in 2025

The Customer Services Department handles the messages received at MotoGP Group departments' generic email addresses and in social media from both followers and customers of our digital products on web platforms and apps. Queries relating to official merchandise (<https://store.motogp.com/>) and tickets for events (<https://tickets.motogp.com>, <https://motogppremier.motogp.com/es/> and <https://>

tickets.worldsbk.com/) are forwarded to customer care services managed by third parties on MotoGP Group's behalf.

Although this service is not provided directly by the Group, we do lend support to the operator in the handling of complaints, thereby enhancing fans' convenience and support and ultimately benefiting our brands' overall reputation.

This customer care service is currently provided by email in both English and Spanish. Queries are sent by email to the address provided by MotoGP Group or submitted in the contact forms available on our main websites: motogp.com and worldsbk.com. Customer Services handled 20,816 queries in relation to MotoGP™, consisting of questions, complaints, suggestions and problems (a slight increase of 2.8% over 2024).

We answer all the enquiries we receive and currently have an average response time of nine hours. This represents a reduction of three hours, or 25%, compared to 2024, when the average response time was 12 hours. While the response time may vary depending on 'peak' and 'valley' times of the year, our target is to resolve all cases within a maximum of 24-48 hours.

The Customer Services Team is currently available on working days all year round and on all MotoGP™ and WorldSBK™ race weekends.



Complaints and claims in 2025 – MotoGP™

In 2025, there was a slight increase in the total number of cases compared to 2024. Almost 3%, to be specific, even with the impact of the project to limit access to one IP (Share Blocker), which resulted in 1,589 tickets (7.7% of all cases received).

Type of case	2024		2025		Percentage change
	Subtotal	Percentage	Subtotal	Percentage	
VideoPass	12,919	64%	13,603	65%	+ 5%
Account	2,165	11%	2,156	10%	0%
Championship	1,923	10%	1,814	9%	- 6%
TimingPass	587	3%	516	2%	- 12%
Ticketing	1,277	6%	1,150	6%	- 10%
Games	177	1%	240	1%	+ 36%
Store	157	1%	206	1%	+ 31%
Loyalty	1	0%	0	0	0%
Other (Commercial, Sporting, etc.)	1,026	5%	1,131	5%	+ 10%
TOTAL	20,232		20,816		+3%

However, despite the increase in absolute numbers, if we take into account the rise in new registered users (+23%) and subscriptions sold (+11%), we can see that the average number of cases opened for every 1,000 users was 5.5 compared to 6.3 the previous year.

Like we do every year, we continued to implement the service improvements that proved positive last year, with highlights including:

- Reinforcement of data consistency, particularly relating to purchases and subscriptions from our apps.
- Personalisation project to segment fans according to their preferences and interests.
- Update, extension and improvement of FAQs available to fans on the official websites, with translations into six languages and versions adapted for mobile devices.
- Streamlining of the processes for reporting, diagnosing and monitoring incidents.

A pilot project, which was launched in 2025 and is expected to be completed in the first quarter of 2026, is underway to test the application of Artificial Intelligence in our Customer Service for MotoGP, which will bring about a significant improvement in service. Specifically, the First Response Time rate (currently at an annual average of nine hours) will be reduced from hours to seconds in areas where an AI Agent is used (Renewals and Returns).



Tickets received in 2025 – WorldSBK

Where WorldSBK is concerned, because the volume of queries was much lower, any change measured in percentage terms will appear higher than what was actually the case.

A total of 2,538 tickets (questions, complaints and claims) were received in 2025, which represented a drop of 10% compared to the previous year.

At the end of the year, the WorldSBK database contained 198,846 registered users, giving a ratio of 13 cases for every 1,000 registered users.

Type of case	2024		2025		Percentage change
	Subtotal	Percentage	Subtotal	Percentage	
VideoPass	2,086	74%	1,907	75%	- 9%
Account	243	9%	201	8%	- 17%
Championship	252	9%	214	8%	- 15%
TimingPass	11	0%	6	0%	- 45%
Games	9		4	0%	- 56%
Ticketing	65	2%	48	2%	- 26%
Store	33	1%	18	1%	- 45%
Otros (Comercial, Sporting, etc.)	113	4%	140	6%	+24%
TOTAL	2,812²⁵		2,538		-10%

Complaints and Claims - MotoGP and WorldSBK

Tickets relating solely to **MotoGP Complaints and Claims** (which can be considered user issues, and which are classified in our Salesforce Service platform as User Issues / Platform Issues / Complaints), amounted to 9,716 in 2025 vs 8,555 in 2024. This is therefore a smaller increase than the impact of the Share Blocker project mentioned earlier, without which we would have seen a decrease in this area.

Tickets relating solely to **WorldSBK Complaints and Claims** (which can be considered user issues, and which are classified in our Salesforce Service platform as User Issues / Platform Issues / Complaints), amounted to 986 in 2025 vs 1,276 in 2024. This represents a significant improvement **(-13%)** and demonstrates the stability of the WorldSBK platform, which is separate from the MotoGP platform.

	2024		2025	
	MotoGP	WorldSBK	MotoGP	WorldSBK
Platform Issues	2,904	372	2,578	251
User Issues	5,247	828	6,276	584
Complaints	404	76	862	151
TOTAL	8,555	1,276	9,716	986

²⁵The total number of cases for the 2024 financial year remains at 2,812, as originally published. However, minor adjustments have been identified in the allocation by type, including 9 cases originally classified under the "Games" category, which were integrated into other categories in the original publication, as well as specific difference of one case in the "Other" category (112 versus 113). These variations do not affect the total or the conclusions of the analysis.

6. APPENDICES



6.1. CONTENT INDEX REQUIRED UNDER SPANISH LAW 11/2018 ON NON-FINANCIAL AND DIVERSITY REPORTING

MATTERS RELATING TO LAW 11/2018	SECTION	FRAMEWORK USED: GRI 2021 STANDARDS
DESCRIPTION OF BUSINESS MODEL		
Business environment	2.1 Business model	GRI 2-6
Organisation and structure	3.1 Organisational structure	GRI 2-9
Markets in which it operates	2.1 Business model	GRI 2-6
Objectives and strategies	2.1.3 "Racing for the future"	GRI 2-22
Factors and trends that could affect future development	2.1 Business model	GRI 2-6 GRI 201-2 GRI 2-22
DESCRIPTION OF THE GROUP'S POLICIES WITH RESPECT TO SUCH MATTERS		
Due diligence procedures for the identification, assessment, prevention and mitigation of risks	3.3 Our management and compliance framework	GRI 2-23 GRI 3-3
Significant impacts, verification and control. Measures adopted	1. Introduction 3.3 Our management and compliance framework	GRI 2-24 GRI 3-3
POLICY OUTCOMES		
Relevant key non-financial performance indicators that enable progress to be monitored and assessed and facilitate comparability across companies and industries	2.1.3 "Racing for the future" 3.3.6 Internal communication channel 3.4 Human rights 3.5 Tax transparency 4.1.1 Employment 4.1.3 Health and safety 4.1.5 Training 5.3 Environmental performance in 2025 5.3.1 Energy 5.4.3 Circular economy and waste management 5.4.4 Consumption of resources and other environmental matters 5.6.5 Key collaborations with non-profit organisations 5.7 Recipients of our services	GRI 3-3

MATTERS RELATING TO LAW		SECTION	FRAMEWORK USED: GRI 2021 STANDARDS
MAIN RELATED RISKS ASSOCIATED WITH THE GROUP'S ACTIVITIES			
Trade relations, products and services that may have adverse effects		1. Introduction 2.1.3 "Racing for the future" 3.3 Our management and compliance framework	GRI 3-3
How the group manages these risks			
Procedures used to identify and assess them			
Information on the impacts that have been identified, providing a breakdown of these impacts, in particular the main short, medium and long-term risks			
INFORMATION ON ENVIRONMENTAL MATTERS			
Current and foreseeable effects of the company's activities on the environment		5.1.1 Management framework and identified environmental impacts	GRI 3-3
Current and foreseeable effects of the company's activities on health and safety			
Environmental assessment or certification procedures			
Resources devoted to the prevention of environmental risks		5.1.1 Management framework and identified environmental impacts	GRI 3-3
Precautionary principle		5.1.1 Management framework and identified environmental impacts	GRI 2-23 GRI 3-3
Amount of provisions and guarantees for environmental risks		There are no provisions of this kind	GRI 3-3
Pollution	Measures to prevent, reduce or offset carbon emissions that seriously affect the environment	5.2.1 Climate change and carbon footprint	GRI 305-1 GRI 305-2 GRI 305-3
	Any type of activity-specific atmospheric pollutants, including noise and light pollution	5.4.4 Consumption of resources and other environmental matters	GRI 3-3
Economía circular y prevención y gestión de residuos	Measures for waste prevention, recycling, reuse, recovery and disposal	5.4.3 Circular economy and waste management	GRI 306-2
	Actions to combat food waste	Although this is not a material topic for the Group, relevant information is provided in the 'Circular economy and waste' section	

MATTERS RELATING TO LAW 11/2018		SECTION	FRAMEWORK USED: GRI 2021 STANDARDS
Sustainable use of resources	Water consumption and water supply according to local constraints	5.4.4 Consumption of resources and other environmental matters	GRI 303-5
	Consumption of raw materials and measures taken to improve the efficiency of their use	This is not a material topic for the Group. See 'Raw material consumption' in the 'Consumption of resources and other environmental matters' section.	
	Direct and indirect energy consumption	5.4.1 Energy and energy transition	GRI 302-1
	Measures taken to improve energy efficiency		
	Use of renewable energies		
Cambio climático	Significant elements of greenhouse gas emissions generated as a result of the company's activities and use of the goods and services it produces	5.2 Climate and decarbonization strategy	GRI 305-1 GRI 305-2 GRI 305-3
	Measures taken to adapt to the consequences of climate change		
	Voluntary medium- and long-term reduction targets to reduce greenhouse gas emissions and the measures adopted for this purpose		
Biodiversity protection	Measures taken to conserve or restore biodiversity	This is not a material topic for the Group	
	Impacts caused by activities or operations in protected areas	This is not a material topic for the Group	

MATTERS RELATING TO LAW 11/2018		SECTION	FRAMEWORK USED: GRI 2021 STANDARDS
INFORMATION ON SOCIAL AND EMPLOYEE TOPICS			
Empleo	Total number and distribution of employees by gender, age, country and occupational classification	4.1.1 Empleo	GRI 2-7
	Total number and distribution of types of employment contracts		
	Average annual number of permanent contracts, temporary contracts and part-time contracts by gender, age and occupational classification		
	Number of dismissals by gender, age and occupational classification		GRI 401-1
	Average remuneration and remuneration trends by gender, age and occupational classification or equal value		GRI 405-2
	Wage gap		
	Remuneration of identical jobs or average remuneration at the company		
	The average remuneration of directors and executives, including variable remuneration, per diems, indemnities, payments to long-term savings schemes and any other payments broken down by gender		
Organisation of work	Implementation of work disconnection policies	4.1.2 Organisation of work	GRI 3-3
	Employees with disability	4.1.7 Diversity	GRI 3-3
	Organisation of working hours	4.1.2 Organisation of work	GRI 3-3
	Number of hours of absence		
	Measures aimed at facilitating work-life balance and encouraging the joint exercise of work-life balance by both parents		

MATTERS RELATING TO LAW 11/2018		SECTION	FRAMEWORK USED: GRI 2021 STANDARDS
Health and safety	Conditions of occupational health and safety	4.1.3 Health and safety	GRI 3-3 GRI 403-1 GRI 403-9
	Accidents at work, in particular their frequency and severity, occupational diseases, broken down by gender		
Social relations	Organisation of social dialogue, including procedures for informing, consulting and negotiating with staff	4.1.4 Labour relations	GRI 3-3
	Percentage of employees covered by collective bargaining agreements by country		
	The record of collective agreements, particularly in the field of occupational health and safety		
Training	Policies implemented in the area of training	4.1.5 Training	GRI 3-3
	The total number of training hours by occupational category		GRI 404-1
Universal accessibility for people with disabilities	Integration of and universal accessibility for people with disabilities	4.1.7 Diversity	GRI 3-3
Igualdad	Measures taken to promote equal treatment and opportunities for women and men	4.1.5 Training 4.1.6 Equality 4.1.7 Diversity	GRI 3-3
	Equality plans (Chapter III of Spanish Organic Law 3/2007 of 22 March for the effective equality of women and men)		
	Measures taken to promote employment		
	Protocols for sexual and gender-based harassment, integration of and universal accessibility for people with disabilities		
	The policy against all forms of discrimination and, where applicable, diversity management.		

MATTERS RELATING TO LAW 11/2018	SECTION	FRAMEWORK USED: GRI 2021 STANDARDS
INFORMATION ON HUMAN RIGHTS COMPLIANCE		
Implementation of human rights due diligence procedures	3.4 Human rights	GRI 2-23 GRI 2-26 GRI 3-3 GRI 406-1 GRI 414-1
Prevention of risks of human rights abuses and, where appropriate, measures to mitigate, manage and redress any abuses committed		
Complaints of human rights violations		
Promotion and enforcement of the provisions of the International Labour Organisation's core conventions related to respect for freedom of association and the right to collective bargaining		
Elimination of discrimination in employment and occupation		
The elimination of forced or compulsory labour		
The effective abolition of child labour		
INFORMATION ON ANTI-CORRUPTION AND ANTI-BRIBERY MATTERS		
Measures taken to prevent corruption and bribery.	3.3 Our management and compliance framework	GRI 205-2
Anti-money laundering measures.		
Contributions to foundations and not-for-profit organisations.	5.6 Social impact and contribution to sustainable development	GRI 3-3

MATTERS RELATING TO LAW 11/2018		SECTION	FRAMEWORK USED: GRI 2021 STANDARDS
INFORMATION ON SOCIETY			
Company commitments to sustainable development	The impact of the company's activity on local employment and development	5.6 Social impact and contribution to sustainable development	GRI 3-3 GRI 413-1
	The impact of the company's activity on local populations and the territory		
	The relationships maintained with local community stakeholders and the methods of dialogue with them		
	Partnership or sponsorship actions		
Subcontracting and suppliers	Inclusion of social, gender equality and environmental issues in the procurement policy	4.2 Relationship with the supply chain: the extended paddock family	GRI 3-3 GRI 308-1 GRI 414-1 GRI 416-1
	Consideration of suppliers and subcontractors' social and environmental responsibility when dealing with them		
	Monitoring and audit systems and audit results		
Consumers	Consumer health and safety measures	5.7 Recipients of our services	GRI 3-3 GRI 416-1
	Complaint systems, complaints received and resolution of complaints		
Tax information	Profits earned on a country-by-country basis	3.5. Tax transparency	GRI 201-1
	Corporate taxes paid		
	Public subsidies received		



Dorna Sports, S.L. y Sociedades Dependientes

Informe de verificación independiente
del Estado de Información No
Financiera Consolidado
correspondiente al ejercicio finalizado
al 31 de diciembre de 2024

INFORME DE VERIFICACIÓN INDEPENDIENTE DEL ESTADO DE INFORMACIÓN NO FINANCIERA CONSOLIDADO DE DORNA SPORTS, S.L. Y SOCIEDADES DEPENDIENTES DEL EJERCICIO 2024

A los socios de Dorna Sports, S.L.:

De acuerdo al artículo 49 del Código de Comercio hemos realizado la verificación, con el alcance de seguridad limitada, del Estado de Información No Financiera Consolidado adjunto (en adelante EINF Consolidado) correspondiente al ejercicio anual finalizado el 31 de diciembre de 2024, de Dorna Sports, S.L. y sociedades dependientes (en adelante Dorna Sports, S.L. o el Grupo) que forma parte del Informe de Gestión Consolidado del Grupo.

El contenido del EINF Consolidado incluye información adicional a la requerida por la normativa mercantil vigente en materia de información no financiera que no ha sido objeto de nuestro trabajo de verificación. En este sentido, nuestro trabajo se ha limitado exclusivamente a la verificación de la información identificada en la tabla “Índice de contenidos requeridos por la Ley 11/2018 sobre la información no financiera y diversidad” incluida en el EINF Consolidado adjunto.

Responsabilidad de los Administradores

La formulación del EINF Consolidado incluido en el Informe de Gestión Consolidado de Dorna Sports, S.L. y sociedades dependientes, así como el contenido del mismo, es responsabilidad de los Administradores de Dorna Sports, S.L. El EINF Consolidado se ha preparado de acuerdo con los contenidos recogidos en la normativa mercantil vigente y siguiendo los criterios de los Sustainability Reporting Standards de Global Reporting Initiative (estándares GRI) seleccionados, así como aquellos otros criterios descritos de acuerdo a lo mencionado para cada materia en la tabla “Índice de contenidos requeridos por la Ley 11/2018 sobre la información no financiera y diversidad” del citado EINF Consolidado.

Esta responsabilidad incluye asimismo el diseño, la implantación y el mantenimiento del control interno que se considere necesario para permitir que el EINF Consolidado esté libre de incorrección material, debida a fraude o error.

Los administradores de Dorna Sports, S.L. son también responsables de definir, implantar, adaptar y mantener los sistemas de gestión de los que se obtiene la información necesaria para la preparación del EINF Consolidado.

Nuestra independencia y gestión de la calidad

Hemos cumplido los requerimientos de independencia y demás requerimientos de ética del Código Internacional de Ética para Profesionales de la Contabilidad (incluyendo las normas internacionales sobre independencia) emitido por el Consejo de Normas Internacionales de Ética para Profesionales de la Contabilidad (Código del IESBA por sus siglas en inglés) que está basado en los principios fundamentales de integridad, objetividad, competencia y diligencia profesionales, confidencialidad y comportamiento profesional.

Nuestra firma aplica la Norma Internacional de Gestión de la Calidad (NIGC) 1, que requiere que la firma diseñe, implemente y opere un sistema de gestión de la calidad que incluye políticas o procedimientos relativos al cumplimiento de los requerimientos de ética, normas profesionales y requerimientos legales y reglamentarios aplicables.

El equipo de trabajo ha estado formado por profesionales expertos en revisiones de Información no Financiera y, específicamente, en información de desempeño económico, social y medioambiental.

Nuestra responsabilidad

Nuestra responsabilidad es expresar nuestras conclusiones en un informe de verificación independiente de seguridad limitada basándonos en el trabajo realizado. Hemos llevado a cabo nuestro trabajo de acuerdo con los requisitos establecidos en la Norma Internacional de Encargos de Aseguramiento 3000 Revisada en vigor, “Encargos de Aseguramiento distintos de la Auditoría o de la Revisión de Información Financiera Histórica” (NIEA 3000 Revisada) emitida por el Consejo de Normas Internacionales de Auditoría y Aseguramiento (IAASB) de la Federación Internacional de Contadores (IFAC) y con la Guía de Actuación sobre encargos de verificación del Estado de Información No Financiera emitida por el Instituto de Censores Jurados de Cuentas de España.

En un trabajo de seguridad limitada los procedimientos llevados a cabo varían en su naturaleza y momento de realización, y tienen una menor extensión, que los realizados en un trabajo de seguridad razonable y, por lo tanto, la seguridad que se obtiene es sustancialmente menor.

Nuestro trabajo ha consistido en la formulación de preguntas a la Dirección, así como a las diversas unidades de Dorna Sports, S.L. y sociedades dependientes que han participado en la elaboración del EINF Consolidado, en la revisión de los procesos para recopilar y validar la información presentada en el EINF Consolidado y en la aplicación de ciertos procedimientos analíticos y pruebas de revisión por muestreo que se describen a continuación:

- Reuniones con el personal de Dorna Sports, S.L. para conocer el modelo de negocio, las políticas y los enfoques de gestión aplicados, los principales riesgos relacionados con esas cuestiones y obtener la información necesaria para la revisión externa.
- Análisis del alcance, relevancia e integridad de los contenidos incluidos en el EINF Consolidado del ejercicio 2024 en función del análisis de materialidad realizado por Dorna Sports, S.L. y descrito en el apartado 1.1, considerando contenidos requeridos en la normativa mercantil en vigor.
- Análisis de los procesos para recopilar y validar los datos presentados en el EINF Consolidado del ejercicio 2024.
- Revisión de la información relativa a los riesgos, las políticas y los enfoques de gestión aplicados en relación a los aspectos materiales presentados en el EINF Consolidado del ejercicio 2024.
- Comprobación, mediante pruebas, en base a la selección de una muestra, de la información relativa a los contenidos incluidos en el EINF Consolidado del ejercicio 2024 y su adecuada compilación a partir de los datos suministrados por las fuentes de información.
- Obtención de una carta de manifestaciones de los Administradores y la Dirección.

Conclusión

Basándonos en los procedimientos realizados en nuestra verificación y en las evidencias que hemos obtenido no se ha puesto de manifiesto aspecto alguno que nos haga creer que el EINF Consolidado de Dorna Sports, S.L. y sociedades dependientes correspondiente al ejercicio anual finalizado el 31 de diciembre de 2024 no ha sido preparado, en todos sus aspectos significativos, de acuerdo con los contenidos recogidos en la normativa mercantil vigente y siguiendo los criterios de los estándares GRI seleccionados así como aquellos otros criterios/[en su caso] descritos de acuerdo a lo mencionado para cada materia en la tabla “Índice de contenidos requeridos por la Ley 11/2018 sobre la información no financiera y diversidad” del citado EINF Consolidado.

Uso y distribución

Este informe ha sido preparado en respuesta al requerimiento establecido en la normativa mercantil vigente en España, por lo que podría no ser adecuado para otros propósitos y jurisdicciones.

DELOITTE AUDITORES, S.L.



Victoria López Tellez

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