

ESG ANNUAL REPORT 2024



CONTENTS



MESSAGE FROM THE CEO

Hello everyone and welcome to our annual ESG report. Here, we look through another year of impressive progress and achievement in sustainability and corporate responsibility at the Dorna Group.

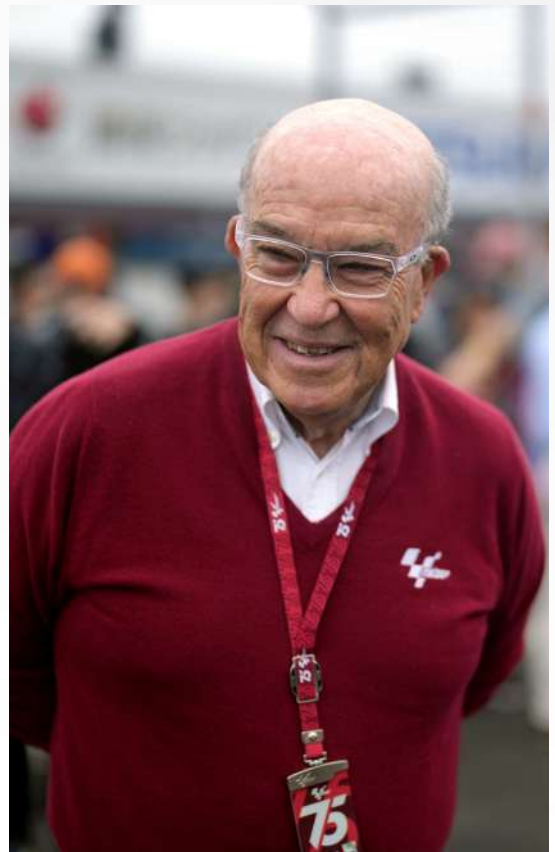
As ever, first I must thank you all for your contributions, commitment and unwavering dedication, and it's far from lip service. If we did not all work together, we would simply not be able to achieve all that we have and wouldn't be able to continue increasing the sizeable positive impact of our sport. Once again, we most definitely have – at the same time as mitigating any of the more negative effects.

This 2024 Consolidated Non-Financial Information Statement displays our well-integrated approach to environmental, social and governance management, or “ESG management” as it is more commonly known. That is our **Racing for the Future** initiative, comprising three pillars: **Planet**, **Everyone** and **Legacy**, which we launched in 2024.

Planet is our commitment to innovation and reducing environmental impact. **Everyone** comprises our social initiatives ensuring the sport embraces all regardless of background. **Legacy** is the way we govern the sport and the business with sustainability as a core principle and fans at the center – leaving a positive footprint wherever we can.

This ESG strategy is more than a business obligation, it's also the best way to encourage change and positive evolution in our sport, industry, and more widely – contributing to building a more sustainable future for us all.

In 2024 we have been able to continue our positive trajectory and keep working on our plan of action that we will follow until 2027, when all the racing motorcycles used in our key championships will run on 100% non-fossil fuels. In 2024, MotoGP™, Moto2™, Moto3™, WorldSBK™ and WorldSSP™ all switched to minimum 40% non-fossil in the first phase and with some impressive results.



Carmelo Ezpeleta



MOTUL

MOTUL SOLIDARITY GRAND PRIX OF BARCELONA 2024



MOTUL

**MOTUL
SOLIDARITY
GRAND PRIX
OF BARCELONA
2024**

#SolidarityGP



The incredible effort of everyone in MotoGP™ who came together to stage the Solidarity GP in Barcelona and provide such stunning support to Valencia following the flooding that hit the region. We are proud to have been part of it.

This season we also celebrated the inaugural FIM Women's Circuit Racing World Championship, or WorldWCR, designed to give female riders a viable career in motorcycle racing at the same time as providing a platform to inspire the next generations. It was an incredible success, and we want to congratulate everyone who played their part in making it so, both on and off track.

We must also mention the incredible effort of everyone in MotoGP™ who came together to stage the Solidarity GP in Barcelona and provide such stunning support to Valencia following the flooding that hit the region. We are proud to have been part of it.

As that weekend concluded, we then revealed a new brand identity for MotoGP™. With key principles including progress, fearlessness and innovation, the new identity works in perfect harmony with our ESG vision for the future too.

In addition to those milestones, there is also much to celebrate in terms of our growth and audiences. In 2024, Dorna held 107 events in 20 countries for 10 Championships, seeing 480 riders compete across 251 races. We set new attendance records at six circuits for MotoGP™, including a new all-time record at the French GP at Le Mans, and for the first time in history welcomed more than 3 million fans through the gates for the most exciting sport on earth.

Broadcasting to more than 200 territories and with a fanbase of over 500 million, the future is brimming with opportunity – even as we celebrate the 75th anniversary of MotoGP™, we continue to build on everything we have achieved so far. Thank you for everything you have contributed and, we know, will continue to contribute. An even more exciting and ever more sustainable sport beckons around every apex.

Carmelo Ezpeleta
CEO of Dorna Sports

1. FOREWORD







1.1. SCOPE OF THE REPORT

Dorna Sports S.L. and subsidiaries ("Dorna" or the "Group") present the Consolidated Non financial Information Statement, which forms part of the Consolidated Directors' Report accompanying the Group's Consolidated Financial Statements, in accordance with Law 11/2018, of 28 December, on non-financial information and diversity. The main purpose of this Sustainability Report is to provide a clear, transparent and detailed overview of the management of the Group's non-financial matters while at the same time highlighting our ability to generate value in the short, medium and long term. This report sets forth our organisation's commitment to sustainability, social responsibility and good corporate governance, principles that guide our strategic and operational decisions for the purpose of making a positive impact on society and the environment. This Sustainability Report aims to showcase our dedication to generating shared value by promoting ethical and inclusive business practices that are environmentally friendly.

This report covers the period from 1 January to 31 December 2024.

In order to identify the material impacts of our activity, in 2021 we performed a materiality analysis in accordance with the recommenda-

tions of the GRI (Global Reporting Initiative) standards. These standards were also the reporting framework chosen by the Group for the preparation of this Non-Financial Information Statement, pursuant to Law 11/2018.

Our materiality analysis took into consideration an exhaustive review of secondary sources and internal documentation, which allowed us to prepare a preliminary inventory of material issues for the organisation. This preliminary inventory was subsequently compared and enhanced with the findings from 12 interviews with representatives of various external and internal stakeholders. To gain a better understanding of the significance of the issues identified, we also conducted a survey to gauge the importance that the various stakeholders attributed to those issues.

It should be noted that this materiality table is updated on an ongoing basis with the information obtained from the surveys of our fans, circuits, teams, suppliers and customers. This consultation and verification process has allowed us to prioritise the material topics identified according to their impact on and strategic relevance to the Group. The main priority topics are as follows:

MATERIAL TOPICS	PRIORITY	COVERAGE	AREA
Safety throughout the entire the value chain	ESSENTIAL	INTERNAL/EXTERNAL	SOCIAL
Occupational health and safety	ESSENTIAL	INTERNAL/EXTERNAL	SOCIAL
Promotion of sport and its values	ESSENTIAL	INTERNAL/EXTERNAL	SOCIAL
Carry on delivering a thrilling spectator experience, which adapts to changes in spectators' 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 and fulfilling working environments	ESSENTIAL	INTERNAL	SOCIAL
Long-term business growth	VERY IMPORTANT	INTERNAL/EXTERNAL	ECONOMIC
Participation in progress of the community	VERY IMPORTANT	INTERNAL/EXTERNAL	SOCIAL
Stakeholders' trust and fulfilment of their expectations	SIGNIFICANT	INTERNAL/EXTERNAL	SOCIAL
Philanthropy aligned with corporate values	SIGNIFICANT	INTERNAL/EXTERNAL	SOCIAL

Dorna is also performing a double materiality analysis to identify the information relating to sustainability that must be reported under the Corporate Sustainability Reporting Directive (CSRD) framework.

2. LOOKING AHEAD

Our goal is to be the driving force behind the **sustainable transformation** of motorcycle racing, looking to the future both innovatively and responsibly.

► New
identity
of MotoGP™



► 20 Grands Prix held in 2024,
on 5 continents and a total
of 16 countries

► 12 events held in
on 2 continents
total of 8 countries



h 2024,
and a
ries.

▶ Inaugural season of the new
women's series staged at
WorldSBK events



▶ Live presentations
of the MotoGP™
teams



▶ Association
with the FIM
until 2060



2.1. BUSINESS MODEL

2.1.1. DORNA'S PROFILE

Incorporated in 1988, Dorna Sports, the Parent of the Group, became the organiser of the FIM Grand Prix World Championship (MotoGP™) in 1991 and has held the exclusive commercial and television rights ever since. Dorna is located in Madrid, Spain, and has offices in Barcelona.

Dorna is a leading company in the management and operation of major motorsport excels at the innovative development and use of audiovisual content. As a result of its growth, in 2012 we added the MOTUL FIM Superbike World Championship (WorldSBK) to our portfolio via the incorporation of the Group's subsidiary in Rome, Dorna WSBK Organization S.R.L.

We have enjoyed continuous growth over the years, expanding our scope to include other motorcycle racing championships. We are currently the exclusive organisers of competitions including the FIM JuniorGP™ World Championship, the Idemitsu Asia Talent Cup, the Northern Talent Cup and the FIM MotoE™ World Championship. MotoE™ represents an innovative space for electric motorcycle racing, which has become a World Championship that forms part of the MotoGP™ calendar with seven grands prix in 2024.

One of Dorna's main goals is to promote young talent and equal opportunities. With this goal in mind, we have been the co-organisers of the Red Bull MotoGP™ Rookies Cup since it began in 2007 and have also managed the R&G British Talent Cup since

its consolidation as the sole British Moto3™ class. Our most recent collaboration includes the FIM MiniGP World Series, launched in 2021 in conjunction with the International Motorcycling Federation (FIM), which has established itself as a new route in the Road to MotoGP™.

In 2023, the FIM Women's Circuit Racing World Championship (WorldWCR) was announced. WorldWCR is a pioneering championship solely for female riders, designed to increase representation and access to the sport. In 2024, this world championship was staged at six different circuits and the title was decided on the last lap of the last race.

At Dorna we aspire to be a driving force for development and growth in motorcycle racing, creating synergies between the various championships and fostering not only the staging of events but also attracting and developing new riders, manufacturers, and brands. This allows us to establish a solid base for the ongoing growth of the sport. We are committed to remaining at the cutting edge of the sports industry, to contributing to sustained growth in this exciting industry and to setting new standards in sports entertainment.

The Group is made up of three key business areas: event organisation rights, event and content broadcasting rights, and sponsorship and advertising.



EVENT ORGANISATION RIGHTS

The revenue from event organisation rights comes from the event promoters after reaching agreements with Dorna that allow them to organise MotoGP™ or WorldSBK™ events. The promoters obtain revenue from the sale of event tickets and other services for spectators and fans. This generates a direct and indirect economic impact in the host region, which receives worldwide media exposure through the coverage of the championships.

MotoGP™ and WorldSBK stand out as highly profitable and attractive events. Many countries seek to host a MotoGP™ Grand Prix to increase their global visibility and leverage the economic impact that the organisation of an event of this magnitude can generate.



RETRANSMISSION OF EVENTS AND CONTENTS RIGHTS

Dorna markets retransmission rights to broadcasters around the world and offers transmission of live coverage and other types of audiovisual content to provide continuous coverage of the championships. We also make documentaries aimed at publicising the relevance and significance of our sport and athletes from a range of standpoints.

The strategic exploitation of our proprietary digital channels has become a highly significant source of revenue for Dorna. These channels, which include official websites and platforms, mobile applications and social networks, enable us to provide exclusive content on the various championships and attract a global audience.



SPONSORSHIP AND ADVERTISING

The Group obtains its sales revenue from various lines of business, with the main focus on sponsorship and the monetisation of our events, products and services. Most notably our activities include:

- **Advertising at the circuits:** Management of strategic track side advertising spaces.
- **VIP experience:** Sale of exclusive tickets for premium areas at the events.
- **Merchandising:** Licensing and marketing of products associated with our competitions.
- **Fan engagement:** Strategies and platforms to connect with and gain the loyalty of existing and new fans through interactive experiences and exclusive content on the sport and its main actors.

At the same time, we have an additional line of business, AD-Time, an innovative rotating LED advertising board system used at sporting events. This division specialises in the design, manufacture, sale and lease of these stadium systems globally and provides our customers with an integrated service adapted to their particular requirements.



A GLOBAL SPORT

5 CONTINENTS

20 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

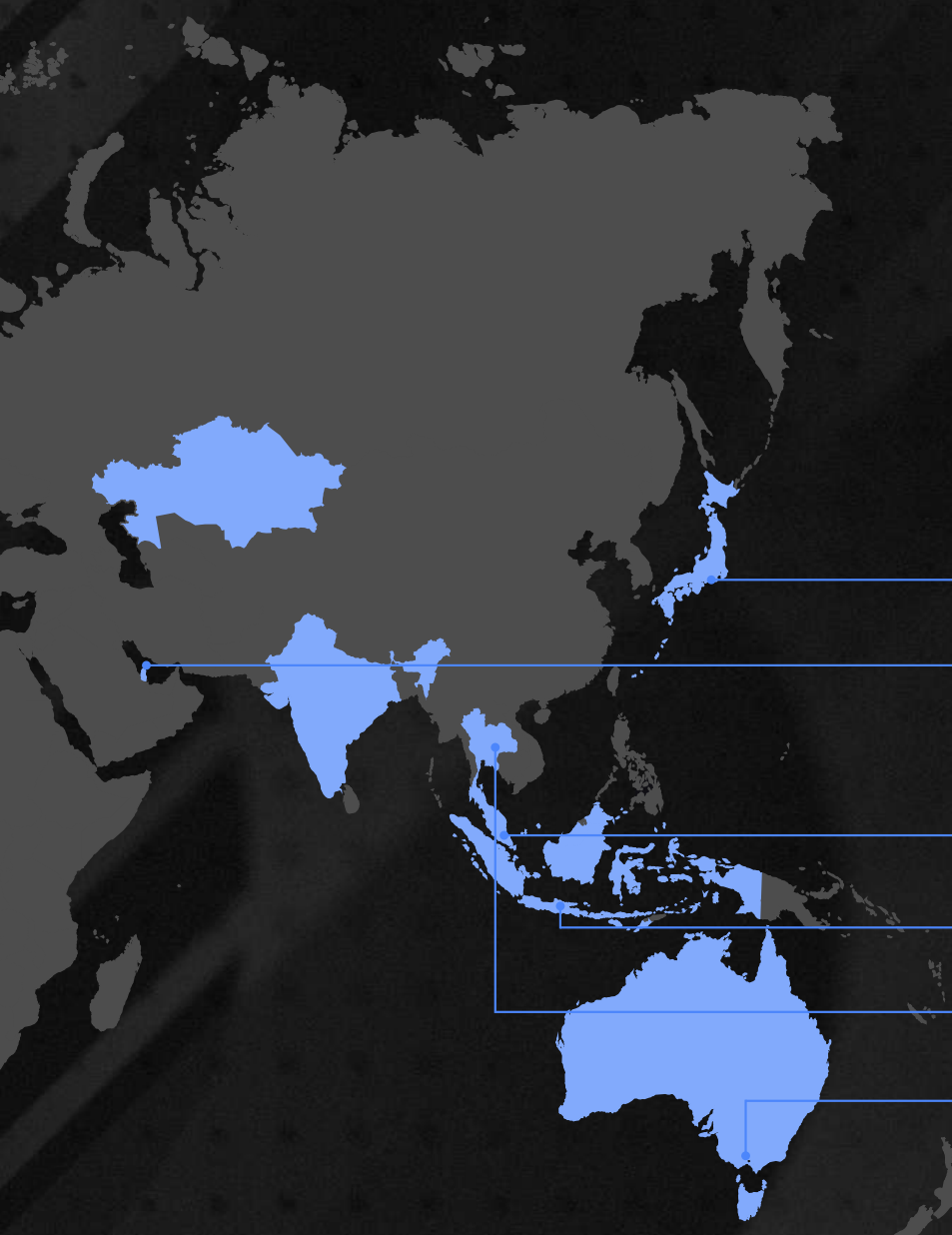
ITALY
CREMONA CIRCUIT
2 - 4 MAY

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
18 - 20 OCTOBER



 **JAPANESE GP**
4 - 6 OCTOBER

 **QATAR GP**
8 - 10 MARCH

 **MALAYSIAN GP**
1 - 3 NOVEMBER

 **INDONESIAN GP**
27 - 29 SEPTEMBER

 **THAI GP**
25 - 27 OCTOBER

 **AUSTRALIAN GP**
18 - 20 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

NETHERLANDS
ASSEN
19 - 21 APRIL

GERMANY
SACHSENRING
3 - 5 MAY

GERMANY
OSCHERSLEBEN
31 MAY - 2 JUNE

CZECH REPUBLIC
MOST
21 - 23 JUNE

GERMANY
SACHSENRING
5 - 7 JULY

NETHERLANDS
ASSEN
16 - 18 AUGUST

GERMANY
NÜRBURGRING
30 AUGUST
- 1 SEPTEMBER

BSB NAVARRA
NAVARRA
20 - 21 APRIL

BSB DONINGTON
DONINGTON PARK GP
17 - 19 MAY

BSB SNETTERTON
SNETTERTON 300
5 - 7 JULY

BSB BRANDS HATCH
BRANDS HATCH GP
19 - 21 JULY

**MOTOGP BRITISH
GRAND PRIX**
SILVERSTONE GP
2 - 4 AUGUST

BSB THRUXTON
THRUXTON
9 - 11 AUGUST

BSB OULTON PARK
OULTON PARK
13 - 15 SEPTEMBER

BSB DONINGTON
DONINGTON PARK GP
27 - 29 SEPTEMBER

MINIGP FINAL 2024
MOTORLAND (ARAGÓN)
12 - 14 NOVEMBER



Our international scope

Dorna has significant international reach as a result of the championships it manages. Some of the most significant facts on our championships with the broadest international scope are as follows:

EVENTS AND COVERAGE



20 Grands Prix

IN 5 CONTINENTS
ACROSS 16 COUNTRIES



200 countries

REACHED BY THE LIVE TV
SIGNAL OF EACH GRAND PRIX



36,196

BROADCAST HOURS

AUDIENCE AND FANS



52%

OF SOCIAL MEDIA
FOLLOWERS ARE BETWEEN
18-34 YEARS OLD



59 million

FOLLOWERS



16.6M

FOLLOWERS



6.5M

SUBSCRIBERS



19.1M

FOLLOWERS



3.8M

FOLLOWERS



17.5 million

MOTOGP™ WEBSITE
AND APP USERS¹



3.2M

FOLLOWERS

ATTENDANCE



3,033,255 fans

AT THE CIRCUITS

WE SET AN ATTENDANCE RECORD IN 2024 OF MORE THAN 3 MILLION
SPECTATORS AT MOTOGP™ EVENTS

GAMES AND SPORTS

GAME HUB

MotoGP™
Fantasy



65,434

PLAYERS



8,240

LEAGUES

MotoGP™
Predictor



45,855

PLAYERS

MotoGP™
Pick & Play



1.8 million

PLAYERS

MotoGP™
Draft



302,000

PLAYERS

eSport. Global Series



98,1 million

VIEWS

¹ Following implementation of the General Data Protection Regulation ("GDPR") and the guidelines on cookies policies established by the European Data Protection Board (EDPB), the consent rate may have been impacted, which would have contributed to the reduction in the number of MotoGP™ website and app users reported in 2024 with respect to 2023.

EVENTS AND COVERAGE



AUDIENCE AND FANS



ATTENDANCE



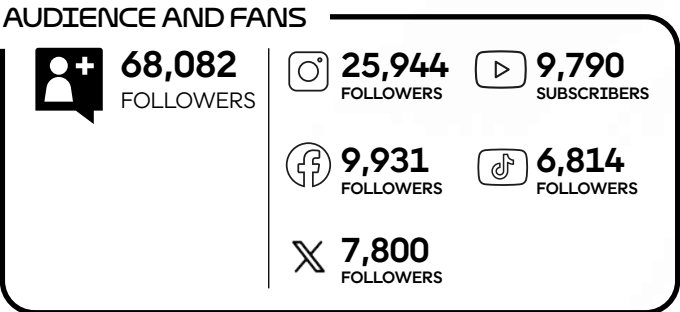
EVENTS AND COVERAGE



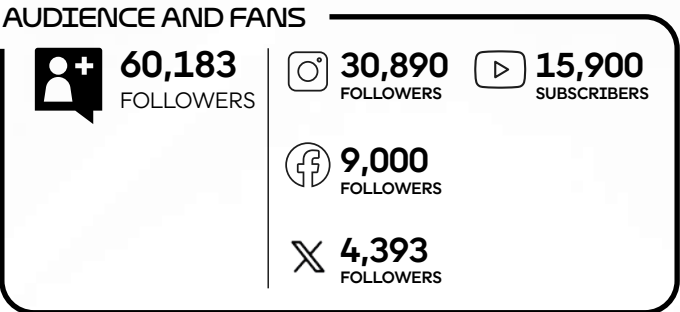
EVENTS AND COVERAGE



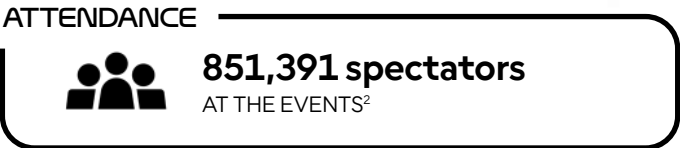
AUDIENCE AND FANS



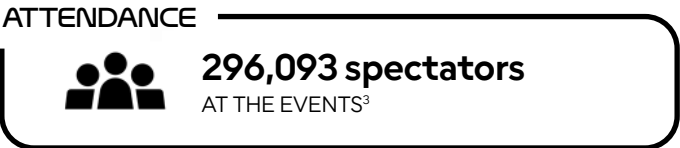
AUDIENCE AND FANS



ATTENDANCE



ATTENDANCE



This data evidences our global reach and the robust and growing community of followers we have managed to consolidate at our championships.

²Figure calculated based on the spectators at MotoGP® Grands Prix at which MotoE races were staged excluding those in attendance on Sunday.

³Figure calculated based on the spectators at WorldSBK rounds at which WorldWCR was staged.





2.1.2. MARKET TRENDS

In recent years, sports content consumption has undergone a significant transformation driven by accelerated digital change. The younger generations are at the cutting edge of this new way of experiencing and enjoying sports, which has transcended traditional television broadcasts and attendance at live events. Today fans can access a diverse sports offering on streaming platforms and through on demand content services, which provide them with an unprecedented flexibility to enjoy their favourite sports anytime and anywhere.

Not only has this change revolutionised the way in which sports content is consumed, it has also generated new opportunities for sports organisations to establish closer and more significant connections with their fans. We can interact with, build the loyalty of and expand our community of followers through the development of digital content. However, it is essential to adapt the content to the characteristics of each platform in recognition of the diversity of the audience and its specific consumption preferences.

With the aim of satisfying the growing demand for digital entertainment and enhancing the fans' experience, in 2024 we implemented the following initiatives at Dorna:

- For the first time, we developed a new programme for each of the MotoGP™ team presentations. The inclusion of interviews, additional content and a streaming format allowed us to reach new audiences by using this digital format. This also enabled us to increase the impact of each event even further by connecting the MotoGP™ channels to the team and/or rider channels to reach a larger number of fans.
- We have enhanced our interaction with our fans through social networks. Examples of this include our joining the new Threads platform and the creation of filters and effects on TikTok designed specifically to bring fans closer to MotoGP™.
- Over the year, we staged podium ceremonies with the participation of well-known DJs and artists, such as Lyanno in Texas. We also took the collaboration outside the circuit, with Lyanno and Rauw Alejandro participating in the production of a music video that fused the dynamism of the sport with the entertainment industry.
- As regards the fan experience, we launched FanView, an innovative project that made its debut at the Grand Prix of the Americas and was implemented progressively over the year. This initiative has transformed the way in which fans enjoy the action on the track by providing an integrated programme of content complementing what is broadcast on the big screens. Through interactive competitions and various forms of participation FanView not only enhances the connection with the fans at the circuit but also gives them the opportunity to win exclusive prizes, taking their event experience to a new level.
- Lastly, at the close of the MotoGP™ championship, the new brand identity was presented, which was the result of a collaboration with the prestigious design agency Pentagram. A special event held on Sunday night at the end of season MotoGP™ award ceremony unveiled the transformation of MotoGP™ from a motorsport competition to a global entertainment brand.

RACING FOR THE FUTURE



2.1.3. "RACING FOR THE FUTURE"

At Dorna, we are committed to integrating sustainability into all of our activities in accordance with the principles of environmental responsibility, social equity and good corporate governance. This journey towards a more sustainable future began with the implementation of our **"Racing Together"** strategy (2021-2024), which marked the starting point of a strategic transformation to tackle the global sustainability challenges facing our sport and business.

Over this period, we made major progress in the integration of Environmental, Social and Governance (ESG) criteria into our activities, by establishing management systems to measure and improve our social, economic and environmental impact and laying the foundations within our organisation and ecosystem.

In 2024, as a result of this period of learning and progress we took our commitment to another level by reviewing some of the main concerns and lines of action of our strategy. "Racing for the Future" is the new framework that will guide our ESG strategy over the next four years. Not only does this review reflect our ambition to lead on sustainability issues in the sport, it is also aligned with MotoGP's core values: "ever faster, always pushing ahead fearlessly", principles that inspire our actions to achieve a more sustainable future.

Our *Racing for the Future* strategy is structured around three fundamental pillars that guide our actions in our sport, events and organisation:

PLANET

We are dedicated to minimizing our environmental footprint and contributing to the protection of our planet by:

- **INNOVATION:** Pioneering world-leading technologies across all industries within our ecosystem, with a particular focus on advancing sustainable, road-relevant mobility solutions.
- **MITIGATION:** Actively monitoring and reducing the carbon footprint of our events and operations.

EVERYONE

We believe in creating an inclusive, supportive, and equitable environment where all stakeholders and individuals can thrive, by:

- **EQUITY AND INCLUSION:** Promoting diversity within our sport and organisation, providing accessible grassroots sporting programs for riders, and fostering professional and personal development opportunities for people from all backgrounds.
- **SAFETY AND HEALTHCARE:** Leading the way in racing safety innovation, fostering road safety, while encouraging active and healthy lifestyles among riders, staff and fans.
- **COMMUNITY ENGAGEMENT:** Building strong, long-term relationships with the local communities hosting our events, maximizing the positive economic impact on the region while mitigating any negative impacts.

LEGACY

By governing our sport and business with sustainability as a core principle, we aim to leave a legacy that extends beyond our direct sphere of influence, by:

- **TRANSFORMING TECHNOLOGY:** Our sport drives innovation that reaches the wider world and real people on the street. Our championships stand as pivotal platforms where competitive spirit meets technological innovation that extends beyond the racetrack, shaping the future of mobility, safety, logistics, energy, and broadcasting technologies.
- **AWARENESS & EDUCATION:** Raising awareness about social challenges and inspiring meaningful action using the broader cultural significance and global reach of our sport.
- **EFFECTIVE GOVERNANCE:** Enhancing governance through strategic leadership and clear accountability, with a focus on sustainability, while engaging stakeholders to promote integrity and long-term growth.

2.2. OUR CONTRIBUTION TO THE SDGS

At Dorna we are convinced that tackling global challenges such as poverty, inequality and climate change requires a firm commitment to the 17 Sustainable Development Goals (SDGs) and their 169 targets. These goals, established in the 2030 Agenda for Sustainable Development, do not only set a universal roadmap, but they are also the inspiration behind our sustainability model, as reflected in our Strategic Plan, "Racing for the Future".

These SDGs are at the heart of our business strategy, ensuring everything we do makes a significant contribution to social, economic and environmental progress. Not only has this process allowed us to identify our impacts and areas for improvement, it has also opened up new opportunities for us to work towards common goals in conjunction with communities, institutions and other organisations.

Our objective is to generate a transformative impact, leading by example and demonstrating the fact that sustainability is not only compatible with business success, it is also an essential element of that success. A summary highlighting our essential contribution to the SDGs in the course of our activities is shown below.

SDG 3 Good health and well-being



Ensuring the safety, health and well-being of our employees is a cornerstone of our business management. Not only does this commitment form part of our ethical values, it also strengthens our alignment with Sustainable Development Goals (SDGs) 3 and 8, which are centred on health and decent work. Our integrated approach includes the following key actions:

- **Occupational health and safety:** we prioritise a safe and healthy working environment by furnishing our employees with the resources they need to carry out their functions securely. This means complying strictly with current legislation and adopting practices that foster risk prevention.
- **Certified sustainable management:** we have obtained ISO 20121 certification for our activities and events, thus ensuring we integrate sustainability and collective well-being principles into all of our actions.
- **Promotion of work-life balance:** we have drawn up an Equality Plan which focuses on work life balance. This plan includes measures such as flexible working hours, remote working options and the implementation of technological tools to reduce unnecessary travel.
- **Exceeding legal requirements:** we adopt employment policies that exceed the legal standards, such as reductions in effective working hours and improvements in leave conditions, thereby reaffirming our commitment to the overall well-being of our team. One example of these policies is the Digital Disconnection Protocol.

SDG 8 Decent work and economic growth



SUSTAINABLE DEVELOPMENT GOALS



SDG 4 Quality education

We are committed to promoting talent and professional development within the motorcycle community, fostering an inclusive and sustainable culture to inspire future generations.

- **Talent Promotion Programme, the Road to MotoGP™:** our flagship programme is designed to widen access and ensure equal opportunities in the motorcycle racing industry. Our inclusive approach allows us to reach people from different backgrounds and circumstances by breaking down any barriers to their success.

Besides imparting high-quality technical training, this programme includes essential values such as:

- **Teamwork:** we promote cooperation as the basis for achieving shared goals.
- **Equality:** we ensure all participants have the same opportunities, irrespective of their personal background.
- **Sustainability:** we provide training on the importance of integrating responsible practices into motorcycle racing solutions and technologies.

- **Continuous internal training:** we focus on the ongoing development of our team. Specific skills acquisition programmes provide our employees with the opportunity to update their technical knowledge, acquire new skills and grow professionally within the organisation. This training not only enhances their ability to contribute to Dorna's success, it also encourages them to become active participants in the industry's sustainable transformation.

SDG 5 Gender equality



SDG 10 Reduction inequalities



We strive to guarantee an inclusive, safe and respectful working environment, with a commitment to the well-being of our employees and the promotion of ethical values and equality in all of our activities.

- **Equality and diversity policies:** the promotion of equal opportunities and diversity is at the heart of our organisational culture. We implement initiatives aimed at eliminating any form of discrimination and ensuring everybody is treated equally, without regard to their gender, origin, sexual orientation or beliefs.
- **Protocol Against Sexual Harassment:** in order to reaffirm our commitment to a safe and respectful working environment we have approved a Protocol Against Sexual Harassment. This document establishes clear and effective procedures to prevent, detect and take action against any inappropriate conduct, and ensure potential victims are supported and protected.

SUSTAINABLE DEVELOPMENT GOALS

• **Promotion of work-life balance:** we also promote policies that foster a balance between the professional and personal lives of our employees, including measures such as flexible working hours, remote working options and programmes designed to support employees with family responsibilities.

• **FIM Women's Circuit Racing World Championship (WorldWCR):** the first track motorcycling world championship exclusively for women, governed by the International Motorcycling Federation. Beginning in 2024, this competition aims to promote and celebrate female talent to increase women's 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



In 2024 Dorna presented its new sustainability strategy "Racing for the Future" with three fundamental pillars: racing for our planet, for everyone and our legacy. ESG initiatives were carried out for each of these pillars and include the following notable examples:

- **Progressive use of sustainable fuel:** in 2024 at least 40% of the fuel used in all MotoGP™ classes, WorldSBK™ and WorldSSP™ came from non-fossil sources. A commitment has also been made to increase this percentage to 100% by 2027.
- **FIM Enel MotoE™ World Championship:** this championship is packed with sustainable mobility innovation, from solar panels and charging solutions to the use of sustainable materials in tyres.
- **Sustainable Management System for Events:** implemented with ISO 20121 certification, which encompasses concepts ranging from the optimisation of energy consumption to the adoption of renewable energies and advanced waste management systems.
- **Optimisation of logistics:** use of B777 aircraft to significantly reduce carbon emissions. We also started to use hydrotreated vegetable oil (HVO) for our fleet of trucks.
- **Integration of ESG criteria in the governance bodies:** this has given rise to our ongoing commitment to sustainability and the preparation of our new sustainability strategy.



SDG 17 Partnerships for the goals

Collaboration is a cornerstone of our strategy to advance towards sustainability and contribute to the achievement of the SDGs. At

Dorna, we consider that tackling global challenges requires joint efforts and, therefore, we prioritise strategic partnerships and working as a team with various key players.

We work actively with organisations, federations, teams, promoters, news media, local authorities and other stakeholders to create synergies that promote the sustainable transformation of our industry. These partnerships allow us to:

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

As part of our social commitment, in 2024 we worked with CaixaBank, Cruz Roja, CharityStars and Two Wheels for Life (TWFL) in all the fund-raising activities connected with SolidarityGP, driving charity initiatives and support for the Autonomous Community of Valencia following this year's severe floods.



SDG 9 Industry, Innovation and infrastructure

Dorna pursues this SDG by promoting industry, innovation and infrastructure in several specific ways. Some examples are outlined below:

- **Technological innovation in the motorcycle racing industry:** Dorna is fostering the transition to more sustainable technologies such as the promotion of MotoE™, which boosts innovation in clean and efficient transport. It also works with various manufacturers that are developing advanced engine, fuel and safety technologies. Many of these innovations are subsequently applied in commercial vehicles. At the same time, it is participating in the development of protective equipment for the riders.
- **Promotion of local sporting infrastructure:** motorcycle racing event organisation promotes improvements in local infrastructure and the generation of direct and indirect employment in the host countries with the related economic impact this entails.
- **Promotion of sustainability in the industry:** measures are being implemented to reduce the carbon emissions of the events and operations, as well as to foster the use of renewable energies.

At Dorna we recognise the interconnection between the SDGs and actively work to contribute to their achievement. From the promotion of gender equality and workplace well-being to climate action and global cooperation, our initiatives address a wide range of challenges. Through cooperation, innovation and our ongoing commitment, we undertake to continue to play a leading role in the construction of a more sustainable future.

3. DEVELOPING AN ETHICAL CULTURE



▶ Ongoing training for all employees on the management and compliance framework



▶ Improvement of cybersecurity



▶ 0 human rights related complaints received

Management policies and systems designed to promote a **strong ethical culture** aimed at integrating the principles of integrity and responsibility in all our processes and relationships, **aligned with our business goals and social and environmental commitments.**



3.1. ORGANISATIONAL STRUCTURE

The Group's principal shareholders are funds managed by Bridgepoint and The Canadian Pension Plan Investment Board.

- **Bridgepoint** is an international fund management group which invests in well-managed, middle market businesses with good potential for long-term growth, helping them to become stronger and expand.
- **The Canadian Pension Plan Investment Board** is a global investment management organisation established to ensure the long-term resilience and sustainability of the Canada Pension Plan (CPP), safeguarding the best interests of the CPP's beneficiaries for generations of Canadians to come.

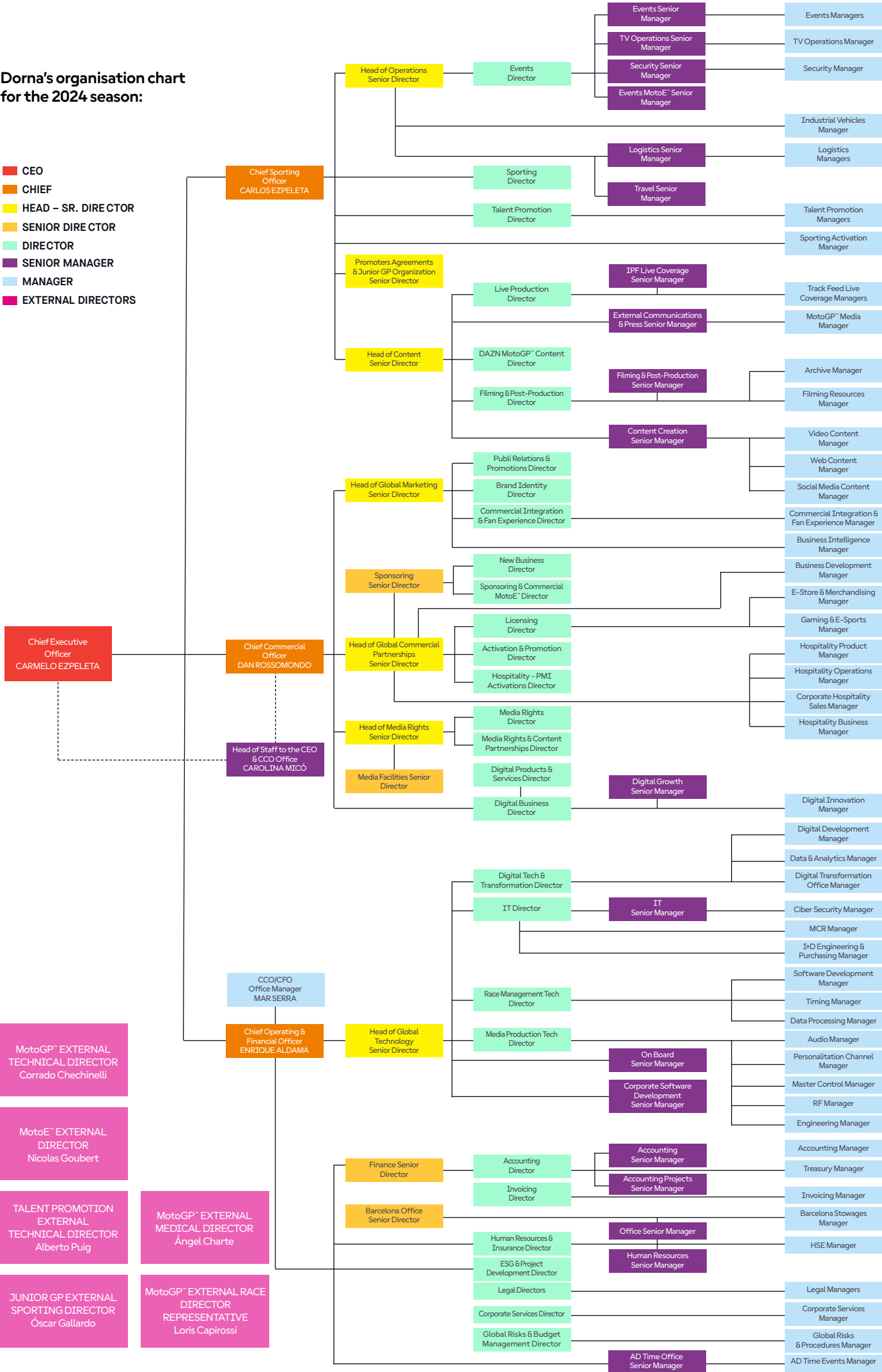
At Dorna, we take an integrated management approach to all the sporting, commercial and media aspects of our events. The cornerstone of our success is our experienced, multinational team

of 592 employees in Spain and 16 in Italy. This integrated approach, known as the 360-degree method, not only guarantees effective organisation and cooperation throughout Dorna, but also fosters close working relationships with the FIM, promoters, manufacturers, racing teams, media, suppliers and circuits across the globe. Our commercial success also relies on the promotion of talent, sponsorship, licensing, corporate hospitality and operational success. Achieving top-quality media production, marketing, communication and PR through digital content develops strong relationships for Dorna and our championships alike.

In 2024, as a company, we continue to adapt to our stakeholders' demands, with the aim of exceeding their expectations and particularly those of the fans of our sport. In this context we have adapted our organisational structure to make us more competitive in the environment in which we operate.

Dorna's organisation chart
for the 2024 season:

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



The composition of the Board of Directors and the various committees is as follows:

BOARD OF DIRECTORS

NAME	GENDER	POSITION	CATEGORY	COMMITTEE	REPRESENTING
William Jackson	Male	Chairperson	Proprietary	-	Bridgepoint
José María Maldonado	Male	Deputy Chairperson	Proprietary	Chair of the Remuneration Committee	Bridgepoint
Pilar Zulueta	Female	Director	Independent	Chair of the Audit Committee and Member of the Remuneration Committee	Independent
William Paul	Male	Director	Proprietary	Member of the Audit Committee	Bridgepoint
Normand Legault	Male	Director	Proprietary	Member of the Audit and Remuneration Committees	CPPI
Nick Senst	Male	Director	Proprietary	-	CPPI
Carmelo Ezpeleta	Male	Director (CEO)	Executive	-	Dorna
Enrique Aldama	Male	Director	Executive	Member of the Audit and Remuneration Committees	Dorna
Ildefonso Polo	Male	Non-Director Secretary	External Secretary	-	Garrigues

The Audit Committee was formed on 12 January 2021 and its main function is to review the Group's financial and non-financial statements before they are submitted to the Board of Directors for approval, and to review the directors' report and auditor's report on accounting and internal control matters. The Committee also has to fulfil its oversight responsibilities and make recommendations to the Board of Directors for the appointment of the auditor.

In turn, the Remuneration Committee was formed on 12 January 2021 and its main objective is to propose for approval by the Board of Directors the remuneration policies and procedures, any amendments thereto, the employees or personnel subject to the remuneration systems, and any exceptions. The Committee will then be responsible for implementing and maintaining that system.



3.2. THE PRINCIPLES OF OUR WORK

From our beginnings, at Dorna we have known that passion is a fundamental part of our business. We have consolidated our position by creating intensive and immersive entertainment experiences where the emotion of the moment is paramount. Our dedication to pioneering innovation has put us at the forefront of the competition, developing technological solutions and processes that transcend the sport and driving a measurable shift towards more sustainable mobility.

Our corporate values are the cornerstone of the development of our initiatives and tools, cementing a model of operating excellence. At Dorna, collaboration is at the centre of what we do. We are committed to strengthening the relationships with our partners, from our brave riders and their teams to our passionate fans who are the heart and soul of our community.

With the valour to lead and the determination to win, we tackle risks head on and move at pace. We are direct and authentic, remain true to our essence and are always transparent. We are truly passionate about this sport and committed to making it accessible and inclusive for everyone. We not only work to achieve our strategic goals but also to inspire our community and ensure that the sport has a brilliant and sustainable future.

3.3. OUR MANAGEMENT AND COMPLIANCE FRAMEWORK

At Dorna we have developed and implemented various initiatives over the years to ensure compliance with laws, regulations, internal policies and our commitments. One of the most significant initiatives is the implementation of a Compliance Programme, which the Compliance Committee is responsible for reviewing and overseeing. This Committee is in charge of ensuring effective and ongoing compliance with our legal and ethical obligations, and that all our operations are carried out with the highest levels of integrity and transparency.

We are also committed to constantly updating and improving our practices to adapt to changes to legislation while promoting a robust compliance culture throughout the organisation.

3.3.1. COMPLIANCE SYSTEM STRUCTURE

Dorna has a Compliance Officer and a Compliance Committee which meets regularly, at least every two months. This committee is composed of the Compliance Officer and two external lawyers specialising in compliance. The functions and responsibilities of both the Compliance Officer and the Compliance Committee are detailed in a specific protocol.

The Compliance Officer's main responsibilities include the following:

- Reporting on their functions to Dorna's Board of Directors and the CEO.
- Assessing how changes in legislation could impact the Group.
- Developing and implementing preventive and corrective measures.
- Providing training on regulatory compliance.

The Compliance Committee's key functions encompass the following:

- Identifying new risks that are significant for Dorna.
- Proposing measures to mitigate these risks, and preparing and implementing action plans to improve the compliance system.
- Developing and maintaining policies and procedures to ensure correct regulatory compliance.

- Monitoring the implementation and achievement of the strategic objectives defined by the Compliance Committee.
- Overseeing and updating Dorna's Codes of Conduct as necessary.
- Providing appropriate training to employees and executives on Dorna's procedures, protocols and policies.
- Monitoring complaints in accordance with Dorna's Whistleblowing and Corporate Defence procedures.
- Managing external audits relating to the regulatory compliance applicable to Dorna.
- Responding to information requests made by the regulatory bodies.
- Continually reviewing and improving the compliance model.
- Reporting to the Board of Directors in accordance with its protocol.

The Compliance Committee reports to the Board of Directors on its activities on a regular basis, at least once a year. The Committee will report any significant situation or incident relating to compliance first to the CEO and then to the Board of Directors.

The Compliance Committee addressed the following issues in 2024:

1. Assessment of the Company's current situation and identification of new risks considered relevant for analysis.
2. Review of internal policies and procedures to reduce criminal risk as part of the plan for the ongoing improvement of Dorna's Corporate Compliance Programme.
3. Monitoring of the appropriate training plan that could help minimise criminal risk.
4. Obtainment of external support and advice on issues that require review by the Compliance Committee.

Compliance training is fundamental for ensuring that employees at all levels understand the importance of identifying and reporting any unethical or fraudulent conduct. It is essential for preventing and mitigating reputational risks for the Group. According to ISO 19600, employee training should be adapted to the compliance obligations and risks inherent to the organisation and also be practical and easy to understand. Likewise, the UNE 19601 standard highlights the importance of educating employees on criminal risks and how to prevent them.



Besides the international standards, important regulatory frameworks, such as the USS Sentencing Guidelines, the Foreign Corrupt Practices Act (FCPA), the Guidance on the UK Bribery Act and Spanish legislation on the criminal liability of legal persons and on combating money laundering, corruption and bribery underline the importance of training to ensure the correct functioning of our compliance system. The in-house training in 2024 focused on informing Dorna's employees on the content of the company's new policies which were approved in 2023, which include most notably the update of the Code of Ethics, the approval of the Anti-corruption Policy, Anti-Money Laundering and Anti-Terrorist Financing Policy, Human Rights Policy and Internal Information System Policy.

The following measures were implemented as part of the actions designed to ensure the effectiveness and ongoing improvement of the Corporate Compliance Programme:

- Regular meetings: regular meetings were held between the Compliance Officer and the external adviser. The purpose of these meetings is to identify potential areas for improvement and opportunities for development within the programme and ensure that it is updated and adapted to the organisation's needs.
- Preparation of the Assessment Report: a detailed report was prepared to evidence the current state of Dorna's Compliance Programme. The purpose of this document is to analyse the stage of completion achieved and establish a solid basis for future actions.

3.3.2. REGULATORY COMPLIANCE MODEL

Our compliance model consists of several essential elements, organised as follows:

CORE PRINCIPLES	COMMUNICATION AND ADHERENCE	ASSESSMENT
Dorna's Code of Ethics	Review of the compliance management systems	Fostering transparency in the actions undertaken at the Group
Sustainable Development Policy		
Anti-Corruption Policy	Internal training for employees on the compliance system	Internal Communications Channel (Whistleblowing Channel)
Anti-Money Laundering and Anti-Terrorist Financing Policy		
Mandatory internal procedures and policies		
Risk management		
Supervision and control systems		

The Code of Ethics is the foundation of our compliance system and is applicable to all employees. This document encapsulates the essential values that guide our actions, aligning them with the prevailing legislation and generally accepted ethical and responsible principles. It also explicitly recognises our corporate social responsibility whereby we create value in the communities in which we operate and reaffirms our commitment to our stakeholders.

Internally, the Code of Ethics envisages the monitoring of the design and implementation of best practices regarding control, research and employee training to prevent potential irregular conduct. This code includes a disciplinary system and contains guidelines for conduct relating to our activities, covering aspects such as the protection of the environment, public health, human rights, conflicts of interest, dealings with authorities, intellectual property management and non-discrimination, among others.

The Anti-Corruption Policy has become our benchmark in the fight against bribery and corruption. Reaffirming our zero-tolerance of these offences, this policy is applied uniformly to all the Group's employees, as well as all the geographical areas where we carry out our commercial operations. It also applies equally to our suppliers, consultants, contractors, distributors, agents and any other parties acting on our behalf. These players are required to be aware of the Anti-Corruption Policy and its principles and apply them rigorously in any transactions relating to Dorna.

The Anti-Corruption Policy sets out the principles guiding our relationships with our commercial partners, compliance with which is crucial for the continuity and effectiveness of those relationships. These principles include the following:

- Prohibition of bribery.
- Prohibition of facilitation payments.
- Regulatory compliance.
- Effective risk management.
- Reporting to Dorna and establishing monitoring and control procedures.

We follow a supplier selection procedure designed to prevent conflicts of interest and ensure that our suppliers' values are aligned with ours. When a potential risk concerning the origin of a supplier or the nature of its activity is identified, a thorough preliminary assessment is conducted. In our agreements we require our suppliers to undertake to respect our values set out in Dorna's Code of Ethics, Anti-Corruption Policy and sustainability commitments and criteria. We also inform them of our crime prevention system, and in certain agreements, we include clauses entitling the Group to perform audits where necessary.

Dorna has established a strong compliance programme. It consists of various policies and procedures to ensure that the corporate commitments are respected and the rights of all those forming part of Dorna are safeguarded. The Compliance Committee and Compliance Officer are responsible for supervising the adequate functioning of this system, guaranteeing compliance with the rules.

In addition, Dorna's Sustainable Development Policy reinforces our commitment to the responsible management of the environmental and social impacts of the organisation of MotoGP® events. This policy lays down guidelines to minimise the environmental footprint of our competitions by promoting the efficient use of resources, the reduction of emissions and sustainable waste management. It also fosters inclusion, accessibility and corporate social responsibility at each event, ensuring that our activities have a positive impact in the host communities and the motorcycling industry as a whole.

In addition to these elements, our compliance model includes the following policies and procedures:

CORPORATE POLICIES	PROCEDURES
Code of Ethics	Internal Communications Management Procedure
Anti-Corruption Policy	Finance Management Procedure
Policy on the Use of Technological Resources	Supplier selection and engagement procedure
Policy for the Protection of Intellectual Property Rights	Personnel recruitment and engagement procedure
Health and Safety and Wellbeing (HSE) Policy	Customer and supplier engagement procedure – Standard clauses
Internal Information System Policy	Procedure for relationships with public authorities
Human Rights Policy	Environmental management procedure
Anti-Money Laundering and Anti-Terrorist Financing Policy	Data protection and information security procedure
Sustainable Development Policy	Review, maintenance and management of system compliance procedure
	Corporate defence procedure
	Operating protocol for the Control Body and dealings with the Board of Directors
	Data protection and information security procedure
	Offences and penalties procedure

The above policies are notified to each new employee upon joining Dorna, ensuring that they are apprised of them. In addition, whenever a new policy is approved, it is communicated to all the employees. Dorna provides access to all the approved and applicable policies on an internal website to foster an ethical culture and ensure compliance with its regulations. It regularly carries out specific training sessions for that purpose.



3.3.3. RISK MANAGEMENT MODEL

Throughout 2024, Dorna continued to make progress with the implementation of the Risk Management System, a project that it started in 2021. The Risk Management System was designed under the framework established by the Committee of Sponsoring Organizations of the Treadway Commission (COSO) to ensure effective and structured Enterprise Risk Management (ERM).

Its design and the management model enable Dorna to identify and assess any risks that, if they were to materialise, could prevent or hamper compliance with the objectives it sets and, at the same time, to order and classify them into the four categories established in the model:

- **Strategic risks:** their impact affects the objectives set at the highest level on the definition of Dorna's mission and vision. If they were to materialise, they would compromise the achievement of the Company's strategic objectives.
- **Compliance risks:** these risks relate to Dorna's failed or inadequate observance, obedience, enforcement of, or compliance with, all the laws and internal or external regulations it is required to meet and apply.
- **Operational risks:** these risks relate to the effectiveness and efficiency of operations, including those with an impact on the performance and profitability objectives.
- **Reporting risks:** the risks with a direct effect on the reliability, quality, structure and level of detail and disclosure of the information reported internally within the Company and also externally to third parties.

Since the project was started, Dorna has worked on implementing its Risk Management System on an integrated basis in all its areas, encompassing both the corporate level and the various business units. Dorna has therefore been able to obtain and analyse up-to-date and significant information thanks to the combined knowledge provided by the different expert operating areas and other external sources, and their assessment and calculation of the risks in terms of impact and probability.

This system forms part of Dorna's strategic planning process and allows it to influence the ongoing definition and review of its business objectives, as well as its day-to-day operations. Dorna thereby ensures that its risk management is aligned and consistent and covers both financial and non-financial risks, including tax, operational, technological, cybersecurity, legal, regulatory, social, environmental, political and reputational risks, as well as those relating to climate change and corruption.

A key aspect of the risk assessment process is the detection and identification of risks considered to be emerging risks, meaning risks that are developing or represent pre-existing combinations of risks for the Company. Although it may be difficult to quantify their impact and probability due to their emerging nature, their early detection is key to anticipating and mitigating any future challenges with a significant impact on Dorna.

And it is precisely in this area that we have focussed our efforts on continuing the gradual consolidation of this risk detection system at Dorna until we have obtained and secured an optimal and mature risk management model that provides appropriate advice and ongoing reporting for management.

In 2024, with the collaboration of the Global Risks and Procedures Manager and the support of Dorna's various departments, Dorna analysed the contents of the sheets of risks identified in 2023 and defined and implemented the policies, procedures and processes to help manage the detected risks effectively. The emerging risks affecting Dorna in 2024 include:

- Potential disclosure of sensitive company data as a result of advances in AI.
- Potential lack of training of our employees in the area of AI and adequate cybersecurity mechanisms, and even of legal coverage in relation to intellectual property.
- Potential non-compliance with sustainability reporting requirements under the CSRD framework.

On this last point, a double materiality assessment process was initiated in 2024 to identify the most significant sustainability-related impacts, risks and opportunities (IROs) for Dorna and our stakeholders. The purpose of this assessment is to focus efforts on issues with a significant impact on people, the environment and our business activity.

In addition, Dorna has instigated two key areas of work to combat risks, such as the lack of contingency plans for important events, potential natural disasters, country risk or even the sudden rise of political or logistical tensions in countries where Dorna has a presence.

- On the one hand, the optimisation of travel management by:
 - Analysing the existing work teams at Dorna relating to the administrative and operational handling of travel.
 - Working on optimising them in terms of the hierarchy and organisation of the travel area.
 - Aiming to standardise the procedures and the use of tools for recording and managing travel in all areas of the Company.
 - Preparing a travel policy and corporate travel regulations to act as a manual and guide for employees required to travel for work reasons and for all the departments involved in day to-day travel management and budget control. The documents provide useful information on how to prepare and manage travel, which services Dorna provides to its employees during their stay and which other regulatory and organisational aspects of the company they need to consider when they travel.
- On the other hand, the Operations area has initiated collaboration with the departments in that area to review and progressively improve some of the existing procedures and processes in order to:

- Streamline the administrative process for contracting and accounting.
- Optimise the processes relating to the logistics area in the events Dorna organises.

Regarding the risks associated with the effectiveness of the human resources policies, their alignment with the strategic objectives, knowledge management and internal communication, Dorna continues to work on several lines of action, including:

- The implementation of the "Sesame" tool to record and track working hours.
- The collaboration and participation of the departments in the job description and definition processes.
- Administrative processing of individual contracts in accordance with the Spanish Remote Working Law.
- The communications received regarding the stages and progress of the negotiations between the works council and the Company.
- The reorganisation of the Company's organisation chart, with particular emphasis on the Sales area.
- The increased presence and assistance of employees at circuits instigated by the occupational risk prevention area throughout the 2024 season.
- The launch by this area of the project to implement the Next platform to manage occupational risk prevention.

In short, taking the approach laid down by the Committee of Sponsoring Organizations of the Treadway Commission (COSO) in the area of Enterprise Risk Management, strengthens not only the Dorna Group's ability to reach its strategic goals, but also enables it to identify potential threats and risks on a timely basis and then progressively implement the necessary proactive mitigation measures.

The inclusion of an integrated risk management framework fosters an organisational culture of prevention and adaptability, ensuring that Dorna responds swiftly and effectively to adverse events. It also promotes a vision of sustainability and resilience, both key elements in a dynamic and increasingly demanding business environment. This robust strategy allows Dorna to maintain its competitiveness and reputation in the market, while aligning with international risk management best practice.



3.3.4. INFORMATION SECURITY

Digital transformation has resulted in a highly dynamic environment where it is essential to adapt to consumers' growing and changing demands as they seek high-quality experiences and efficient services. This evolution has resulted in increasing and more sophisticated cyber threats which require companies to constantly adapt and take proactive and robust security measures.

In this context, information security is a key component of Dorna's cybersecurity strategy. We therefore actively involve senior management in issues relating to cybersecurity and foster the necessary investment in this area to guarantee the protection of our stakeholders, which include customers, shareholders, employees, investors, suppliers and partners. The participation of senior management not only ensures the appropriate allocation of resources but also strengthens our commitment to security and the trust of all the parties involved in our operations.

Dorna's Cybersecurity Committee

Dorna's Cybersecurity Committee was created in 2023 to analyse and supervise the security systems implemented at the organisation, identify emerging risks and develop effective strategies to manage them. This committee is also responsible for instigating and supervising new cybersecurity projects.

The Cybersecurity Committee meets every two weeks and is made up of representatives of Dorna's main technical areas:

IT Manager
Cybersecurity Manager
Web development Manager
Corporate Software Development Manager
Digital Video Platform Development Manager
Race Management Tech Manager
Data & Analytics Manager ⁴

⁴In 2024, the Data & Analytics team was included on the Cybersecurity Committee, marking a significant step in the integration of Dorna's various technology teams.



Key cybersecurity projects in 2024

In line with our philosophy of ongoing improvement, in addition to extending the areas covered by the tools already implemented, such as Tenable and SonarQube, in 2024 we tackled new key projects to strengthen our cybersecurity position:

- **Penetration tests:** systematic penetration tests were carried out on two of our most critical services. These tests allowed us to identify vulnerabilities in a proactive way and anticipate any potential risks.
- **MDR (Managed Detection and Response) project:** this project resulted in a significant upgrade of our tools and processes for detecting and responding to security incidents, and the following milestones:
 - Implementation of new SIEM software.
 - Progressive roll-out of the new EDR software.
 - Active collaboration of DXC in the management of threat detection and remediation.

This project resulted in progress on two fronts:

- Upgrade of our security tools, leveraging AI capabilities to detect and respond to incidents.
- Ongoing support from an expert team, capable not just of detecting security incidents but also of acting effectively to remedy them.

Thanks to these projects we have significantly improved our capacity to respond to security incidents, strengthened the protection of our systems and assets and reinforced our stakeholders' trust. These advances make us a resilient organisation, ready to face the challenges of the digital world now and in the future.

3.3.5. COMBATING BRIBERY AND CORRUPTION AND PREVENTING MONEY LAUNDERING

In accordance with the values of our Code of Ethics, at Dorna we have a policy of zero tolerance towards any act of bribery and corruption in either the public or private sector. The organisation is committed to meeting the highest standards of legal, ethical and moral rules, and adhering strictly to the principles of integrity, objectivity and honesty. As a result, Dorna seeks to ensure that its stakeholders perceive that it acts to combat any form of fraud and corruption.

The Anti-Corruption Policy not only reinforces an organisational culture that opposes any irregular or fraudulent activity but also establishes five fundamental principles in the fight against bribery and corruption:

1. Zero tolerance for illegal practices.
2. Cooperation and global interest.
3. Honesty, integrity and respect.
4. Development and talent.
5. Rigour, responsibility and transparency.

Dorna's Code of Ethics and Anti-Corruption Policy explicitly prohibit its employees from offering or making, either directly or indirectly, payments in cash or in kind, or providing any other type of benefit to individuals or legal entities with the intention of obtaining a personal or business advantage. They are also prohibited from accepting or offering gifts or hospitality that might be intended to influence Dorna's decisions and those of third parties with respect to Dorna, suppliers, public officials or commercial partners.

In general, Dorna stipulates that gifts or hospitality may not be offered or received, except in the following circumstances:

1. Gifts, hospitality or courtesies that are socially accepted or form part of the Company's culture and tradition, such as courtesy gifts on certain dates such as Christmas.
2. Invitations to sporting and promotional events organised by the Group or to the facilities where they are held provided that no associated risk indicators are identified and the invitation is duly justified.
3. Corporate gifts bearing the Dorna logo (e.g., pens, notebooks, etc.).
4. Promotional articles or branded souvenirs.
5. Materials used in meetings, seminars and workshops that bear the Dorna logo.

The supplier selection and engagement procedure recommends the inclusion of a specific clause on combating corruption and other offences in the agreements entered into with customers and suppliers registered in Spain. Any breaches of this clause must be notified by the parties and could constitute grounds for the termination of the agreement. It is normal practice for Dorna to include a similar clause in all its agreements with third parties.

Dorna's Anti-Corruption Policy also recognises and addresses the risks associated with its dealings with intermediaries, including consultants

and agents. This policy details the inherent risks, the due diligence requirements, the necessary documentation, the processing of payments, monitoring and review, and the termination of agreements where concerns are not resolved.

In addition, our Code of Ethics and Anti-Money Laundering and Anti-Terrorist Financing Policy commit Dorna to avoid collaborating in any way with persons and/or entities involved in money laundering or terrorist financing. They forbid the possession, transfer or use of goods originating from illegal activities and fund raising for terrorist organisations. All employees are also required to inform the compliance bodies if they detect any indications of such activities.

3.3.6. INTERNAL COMMUNICATIONS CHANNEL

The Internal Communications Channel is the mechanism established by Dorna for employees, suppliers, customers and other stakeholders to make queries, raise concerns or report infringements and any type of non-compliance, including anonymously. This channel is regulated by the Internal Whistleblowing Procedure which sets out the supporting principles and guarantees, including most notably:

- **Principle of independence:** The whistleblowing procedures will be managed with the strictest objectivity and independence. The process establishes the mechanisms needed to avoid any potential conflicts of interest involved.
- **Principle of Tolerance and Respect:** As a reflection of Dorna's profound rejection of any type of conduct contrary to its principles and current legislation, all members of the entity are obliged to report such conduct.
- **Principle of Confidentiality:** Dorna guarantees that it will maintain the strictest confidentiality regarding any complaints received and the information they contain. It expressly prohibits the personal data contained in complaints from being known by any person at Dorna who (i) is not in charge of managing the complaint or (ii) is not responsible for applying the measures resulting from the conclusions of the investigation. This prohibition does not affect the disclosure of the data that must be communicated to the authorities where required by the nature of the events or the existence of a legal or administrative proceeding.
- **Principle of Objectivity and Honesty:** Any actions taken under this procedure must always be guided by the principles of strict objectivity and maximum honesty.
- **Prohibition of Reprisals:** It is strictly prohibited to adopt any measure signifying a reprisal against or negative consequences for a person who uses the channel established under this procedure to make a complaint in an appropriate manner and in accordance with the terms and conditions of use of the Whistleblowing Channel. The above prohibition does not include the adoption of the corresponding measures when the internal investigation determines that the complaint was false or made maliciously.

The Internal Communications Channel set up by Dorna is managed using external software (*WhistleB*) which guarantees whistleblowers' anonymity and protection. The channel may be accessed through the following link: <https://report.whistleb.com/dorna> on any device connected to the internet. The channel is managed by an external manager which guarantees the anonymity and confidentiality of the complaints.

When a communication has been received Dorna's Compliance Officer will be responsible for the following:

- Managing the whistleblowing channel and liaising with respect to the tool.
- Receiving the complaints.
- Investigating the facts with the help of the corresponding area depending on the type of complaint received.
- Drawing up a report on the result of the investigation, stating whether the reported facts have been substantiated and proposing the appropriate measures to resolve the issue and, as the case may be, the disciplinary measures to take.
- Resolving the doubts and queries raised in relation to the whistleblowing channel.
- Updating and making any changes to this document to adapt it to legislation and the evolution of the business.
- Keeping a record of internal complaints.

When the investigation has been concluded, the Compliance Officer will:

- Issue a report setting out a documented and objective explanation of the facts, followed by a subjective description and assessment of the situation. The report will be prepared in accordance with the approved model - the Whistleblowing Report.
- Propose actions to be taken and issue a proposal for resolving the complaint based on the Officer's knowledge and experience.

The findings of the investigation report must be escalated to the designated person as a "double control" measure. Dorna's Compliance Officer and, as appropriate, the Compliance Committee, shall guard against any type of reprisal being taken against anyone who has submitted a query, report or complaint in good faith. If it is confirmed that such persons have been subjected to any type of reprisal, stigmatisation or victimisation, the authors of such acts shall be investigated and, where appropriate, penalised.

No cases of workplace or sexual harassment, discrimination or violation of human rights were detected in 2024. Neither were any reports nor complaints relating to these matters received through the Internal Communications Channel.

3.3.7. ETHICS AND COMPLIANCE TRAINING

A fundamental part of our compliance system is ongoing employee training on compliance issues, covering matters such as bribery and corruption, money laundering, organisational ethics and other possible areas of regulatory non-compliance.

Dorna provides detailed information on the content of the applicable policies, accompanied by specialised material on regulatory compliance. These resources are available to employees on a Dorna dedicated website.



3.4. HUMAN RIGHTS

As indicated in the preceding section, our Code of Ethics reflects Dorna's commitment to the principles of the UN Global Compact, with the aim of aligning our actions with respect for human rights, compliance with the legislation in force, promotion of dignified work, the protection of individual and collective freedoms and the preservation of the environment. These commitments include guarantees against discrimination and on combating all forms of corruption and bribery.

They have given rise to procedures and policies that cover the different areas of our activities within our control scope. In this context, in 2023, Dorna's Board of Directors approved a policy focusing on respect for human rights. This policy aims to provide the Company with a specific structure and approach for developing effective management systems, which aim to mitigate the risks relating to human rights and foster positive impacts in this crucial area.

PREVENTION IN THE SUPPLY CHAIN

All the agreements signed with Dorna's suppliers and commercial partners include the obligation to comply with Dorna's Code of Ethics, the Anti-Corruption Policy and sustainability criteria, which reflect our commitment to the principles of the Global Compact.

Specifically, the merchandising agreements include a clause expressly prohibiting the use of child labour in the manufacture of merchandising material and enable audits to be performed of the related suppliers.

PREVENTION OF HARASSMENT AT DORNA

Dorna has an Equality Plan in place which establishes specific measures to prevent harassment and discrimination at our workplaces. The aim of this plan is to foster a work environment free of harassment of any kind, ensuring a respectful and equitable environment for all.

Within the framework of the Equality Plan, in 2024 the Equality Committee worked on the preparation of a Protocol for Action against Sexual Harassment, which was agreed and signed in July. This protocol sets out clear guidelines to address and prevent any incidents of sexual harassment in the work environment.

The Equality Plan's monitoring and assessment committee is responsible for managing complaints relating to sexual and gender-based harassment. It also promotes preventive and corrective measures and monitors the actions adopted to ensure their effectiveness.

In addition, between July and September 2024, we launched a questionnaire for employees on equality issues. The results of this questionnaire will be analysed by the committee to identify areas for improvement and take specific measures to continue to promote equality in our organisation.

PERSONAL DATA PROTECTION

As established in our Code of Ethics, Dorna fosters respect for privacy by implementing the necessary security measures to ensure appropriate personal data processing in accordance with personal data protection and privacy legislation, guaranteeing confidentiality and respecting the data subjects' legitimate rights at all times.

We also have a data protection and information security procedure, which serves as a guide for making decisions and executing measures in this area. In 2017, we brought all the personal data management at the organisation and within the framework of our activities into line with the provisions of 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 (General Data Protection Regulation or GDPR).

In addition, in 2020 we appointed ECIJA as our Data Protection Officer (DPO), who ensures strict compliance with personal data processing legislation at Dorna.

COMPLAINTS AND ALERTS OF VIOLATIONS OF HUMAN RIGHTS

No complaints or alerts relating to the violation of human rights, discrimination or workplace or sexual harassment at the Group were received in 2024.

3.5. TAX TRANSPARENCY

At Dorna we settle all taxes payable in accordance with the tax legislation in force in all the locations in which we carry on business activities subject to different tax rates. We have our domicile for tax purposes in Spain, where we settle our direct taxes.

Tax information for the period from 1 January to 31 December 2024 compared with data for 2023

GROUP TAX INFORMATION (SPAIN)	€	
	2023	2024
Profit obtained	(24,168,212.37)	(11,358,044.55)
Income tax paid	35,161,674.03	22,163,055.53
Grants received	-	-

GROUP TAX INFORMATION (ITALY)	€	
	2023	2024
Profit obtained	(7,367,087.08)	(427,642.24)
Income tax paid	0.00	28,660.11
Grants received	-	-

The profits obtained by country relate to the separate financial statements and their relationship with the income tax paid in each country, irrespective of the corporate groups composing the Group's consolidated financial statements.

4. PEOPLE ARE AT OUR CORE



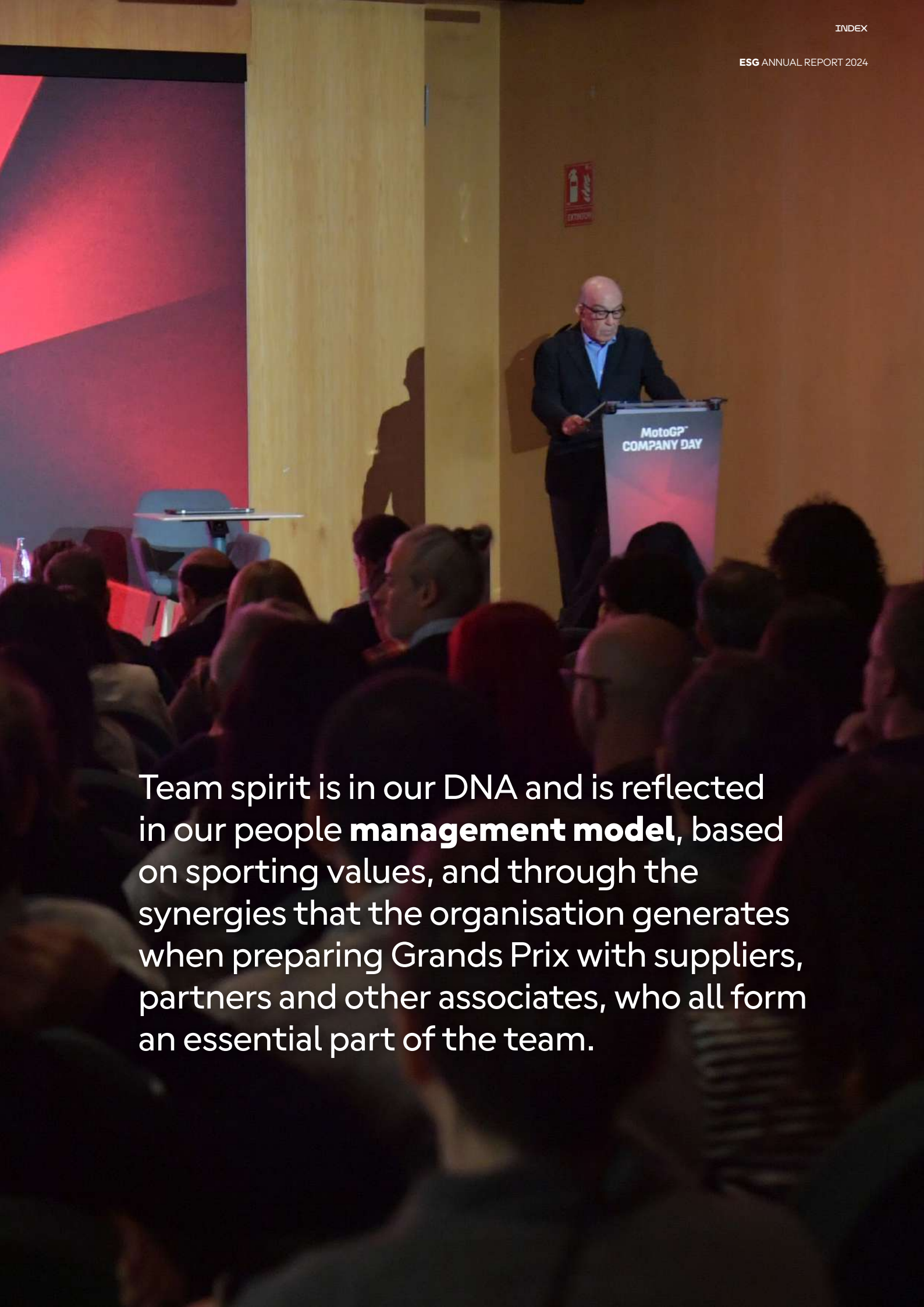
Approval of the
Sexual Harassment
Protocol



Approval of the
Digital Disconnection
Protocol



Conduct of a survey
of the workforce on
equality



Team spirit is in our DNA and is reflected in our people **management model**, based on sporting values, and through the synergies that the organisation generates when preparing Grands Prix with suppliers, partners and other associates, who all form an essential part of the team.



4.1. CORPORATE AND EMPLOYEE-RELATED ISSUES

Dorna designed a corporate work programme with a view to executing, in the period from 2021 to 2025, a comprehensive digital transformation process, focusing mainly on the following areas of action:

- Implementation of a corporate digital culture based on values such as agility, transparency, flexibility, communication and empathy—a new digital culture that will place people, both employees and fans, at the heart of our global transformation.
- Continuous review of our corporate processes, using a critical vision of our procedures to adapt them to the new digital reality.
- Implementation of new digital tools to enable us to roll out the principal values of the business culture, together with new procedures, and to place these tools at the disposal of the whole Group in a simple and transparent manner.
- Use of the data & analytics model for decision-making.

4.1.1. EMPLOYEES

As a result of the special nature of the activities we perform, at Dorna we have established an organisational structure composed of various functional areas that include the corresponding professional levels.

Each employee is classified into a specific functional area and professional level according to criteria that take into account knowledge and experience, initiative, autonomy, responsibility, leadership and complexity. We have a staff selection and hiring procedure, the principles and obligations of which include most notably non-discrimination and the search for people of the highest professional calibre, on the basis of our demands and objectives.

Our Code of Ethics advocates equal treatment of men and women, specifically in relation to access to employment, remuneration, train-

ing, classification and professional advancement. Our commitment to non-discrimination is also described in the employee selection procedure and the Equality Plan, the objectives of which include guaranteeing the principle of equal pay, while ensuring salaries are determined on the basis of responsibilities, capabilities, skills and professional achievements.

At Dorna we are committed to achieving a quality working environment and attracting committed professionals, which not only allows us to conduct our business activities in the best possible conditions and with excellent results, but also results in a very low staff turnover rate, making it possible to build up long-term strategies and obtain returns on investments.

The following table describes the positions included in the various professional levels making up the Group's structure:

LEVEL	NAME	CATEGORIES INCLUDED
1	Director	C-Level, Head of Department, Senior Director and Director
2	Senior Manager	Senior Manager
3	Manager	Manager, Legal Counsel, Senior Coordinator, Senior Management 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 by country, age, gender and professional level

Number of employees at 31 December by country	2023			2024		
	Men	Women	Total	Men	Women	Total
Spain	369	168	537	403	189	592
Italy	7	10	17	7	9	16
Total	376	178	554	410	198	608

Age	2023	2024
20-30 years old	96	118
31-40 years old	213	200
41-50 years old	175	200
51 and older	70	90
Total	554	608

Number of employees at 31 December by professional level	2023	2024
LEVEL 1	42	44
LEVEL 2	24	29
LEVEL 3	60	64
LEVEL 4	149	148
LEVEL 5	272	316
LEVEL 6	7	7
Total	554	608

Number of employees at 31 December by type of contract	2023			2024		
	Full time	Part time	Total	Full time	Part time	Total
Indefinite-term contract	545	6	551	601	5	606
Temporary	3	-	3	2	-	2
Total	548	6	554	603	5	608

Average annual number of indefinite-term and temporary contracts by gender, age and professional level

Average annual number of contracts by gender	2023						2024					
	Indefinite-term contract			Temporary contract			Indefinite-term contract			Temporary contract		
	Full time	Part time	Total	Full time	Part time	Total	Full time	Part time	Total	Full time	Part time	Total
Men	372	-	372	1	-	1	374	-	374	1	-	1
Women	171	5	176	-	-	-	178	4	182	1	-	1
Total	543	5	548	1	-	1	552	4	556	2	-	2

Average annual number of contracts by age	2023						2024					
	Indefinite-term contract			Temporary contract			Indefinite-term 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	88	-	88	1	-	1	97	-	97	1	-	1
31-40 years of age	213	2	215	-	-	-	188	2	190	0.5	-	0.5
41-50 years old	173	2	175	-	-	-	180	-	180	-	-	0
51 and older	69	1	700	-	-	-	87	2	89	-	-	0
Total	543	5	548	1	-	1	552	4	556	1.5	-	1.5

Average annual number of contracts by professional level	2023						2024					
	Indefinite-term contract			Temporary contract			Indefinite-term 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	41	-	41	-	-	-	43	-	43	-	-	-
LEVEL 2	24	-	24	-	-	-	29	-	29	-	-	-
LEVEL 3	60	1	61	-	-	-	63	1	64	-	-	-
LEVEL 4	150	1	151	-	-	-	144	-	144	-	-	-
LEVEL 5	262	2	264	1	-	1	268	2	270	1	-	1
LEVEL 6	6	1	7	-	-	-	5	1	6	-	-	-
Total	543	5	548	1	-	1	552	4	556	1	-	1

Number of dismissals by gender, age and professional level

Number of dismissals by gender	2023	2024
Women	1	1
Men	5	5
Total	6	6

Number of dismissals by age	2023	2024
20-30 years of age	1	-
31-40 years of age	3	2
41-50 years of age	2	4
51 and older	-	-
Total	6	6

Number of dismissals by professional level	2023	2024
LEVEL 1	-	-
LEVEL 2	-	1
LEVEL 3	-	-
LEVEL 4	-	2
LEVEL 5	6	3
LEVEL 6	-	-
Total	6	6

Average annual remuneration* by gender, age and professional level

Annual remuneration by gender	2023	2024
Women	40,629.46	68,954.44
Men	54,692.69	105,081.74

Average annual remuneration by age	2023	2024
20-30 years of age	31,543.69	45,596.66
31-40 years of age	42,967.25	78,632.49
41-50 years of age	52,708.12	83,405.13
51 and older	89,140.15	196,395.08

Average annual remuneration by professional level		2023	2024
LEVEL 1	C-Level	580,598.50	2,240,438.79
	C-Level, Head of Department, Senior Director and Director	120,434.26	201,381.16
LEVEL 2		68,850.17	165,873.19
LEVEL 3		55,171.45	114,984.00
LEVEL 4		43,839.04	65,564.80
LEVEL 5		34,555.24	48,640.32
LEVEL 6		24,684.80	31,002.97

In line with best transparency practices, the calculation of average remunerations includes the extraordinary contributions from the Long-Term Incentive Plan (LTIP). These extraordinary incentives are, in most cases, variable and deferred over time. They do not form part of the fixed annual salary nor the bonus that the company may decide to grant.

Long-term incentive plans are considered a component of the compensation policy, as they aim to foster employee engagement and align their interests with the company's strategic objectives. For this reason, the results show a substantial increase in the comparison of the 2024 fiscal year with the previous year, which may not necessarily be repeated in future years.

Annual remuneration of the Board of Directors	2023		2024	
	Women	Men	Women	Men
Executive Members	-	1,097,862.89	-	2,352,271.16
Independent Members*	110,000.00	-	110,000.00	-

*The Independent Member performs their role on a part-time basis and without holding an executive position. They perform their advisory function by means of meetings of the Board of Directors and other related committees and the meetings organised on a regular basis throughout the year.

Pay gap

Average annual remuneration by gender and professional level		2023			2024		
		Women	Men	Gap	Women	Men	Gap
	C-Level	-	580,598.50	Not applicable	-	2,240,438.79	Not applicable
LEVEL 1	Head of Department, Senior Director and Director	92,313.95	125,811.32	26.63%	173,004.75	207,649.91	16.68%
LEVEL 2		64,895.93	71,252.43	8.92%	181,220.28	158,104.12	-14.62%
LEVEL 3		51,975.13	56,578.56	8.14%	107,103.19	119,167.49	10.12%
LEVEL 4		41,187.55	45,184.96	8.85%	62,895.52	66,842.46	5.90%
LEVEL 5		32,611.49	35,529.38	8.21%	44,622.29	50,736.07	12.05%
LEVEL 6		26,531.31	21,839.26	-21.48%	32,014.66	29,005.93	-10.37%

4.1.2. ORGANISATION OF WORK

At Dorna we adapt the organisation of the working day to the specific activities we perform, establishing a maximum of 1,715 working hours, the particular distribution of which is agreed upon for each workplace.

Considering the singular nature of our activities and the demands specific to the related workload, our Collective Agreement expressly establishes the possibility of applying an irregular distribution of working hours. This makes it possible, at certain moments in time, to exceed the nine-hour daily limit in order to respond to specific peaks of activity, such as when organising events. To offset the additional effort made in such periods of highly intense activity, we have implemented compensatory measures including additional time-off and the possibility of recovering lost time-off when the workload is lower.

Furthermore, in compliance with local legislation introduced to guarantee stability vis-à-vis working hours, at Dorna we have implemented a working hour recording system that ensures control and transparency in computing the time worked, thus promoting a fairer work environment in keeping with current legislation.

DIGITAL DISCONNECTION

We acknowledge the fact that, due to the particular nature of our activity, the distribution of our employees' working hours may be irregular, which, although foreseeable, makes it necessary to carefully manage the time worked. Bearing this in mind, at Dorna we deem it vital to safeguard the rest periods of our employees, and we adopt measures to avoid work overload and guarantee a healthy work-life balance.

In this way, we seek to foster an organisational culture in which the well-being of our employees is regarded as a priority.

Dorna has in place a Digital Disconnection Protocol that underpins the right of employees to a work-life balance and promotes awareness among department heads of the importance of respecting working hours and allowing employees to enjoy their holidays. In this regard, Dorna encourages rationalising the use of electronic media and digital communication devices for professional matters during employees' time-off and holiday periods.

WORK-LIFE BALANCE

Our Equality Plan establishes a series of measures designed to facilitate a work-life balance for all employees, with the aim of creating an optimal working environment that will both boost motivation and build loyalty within the Group.

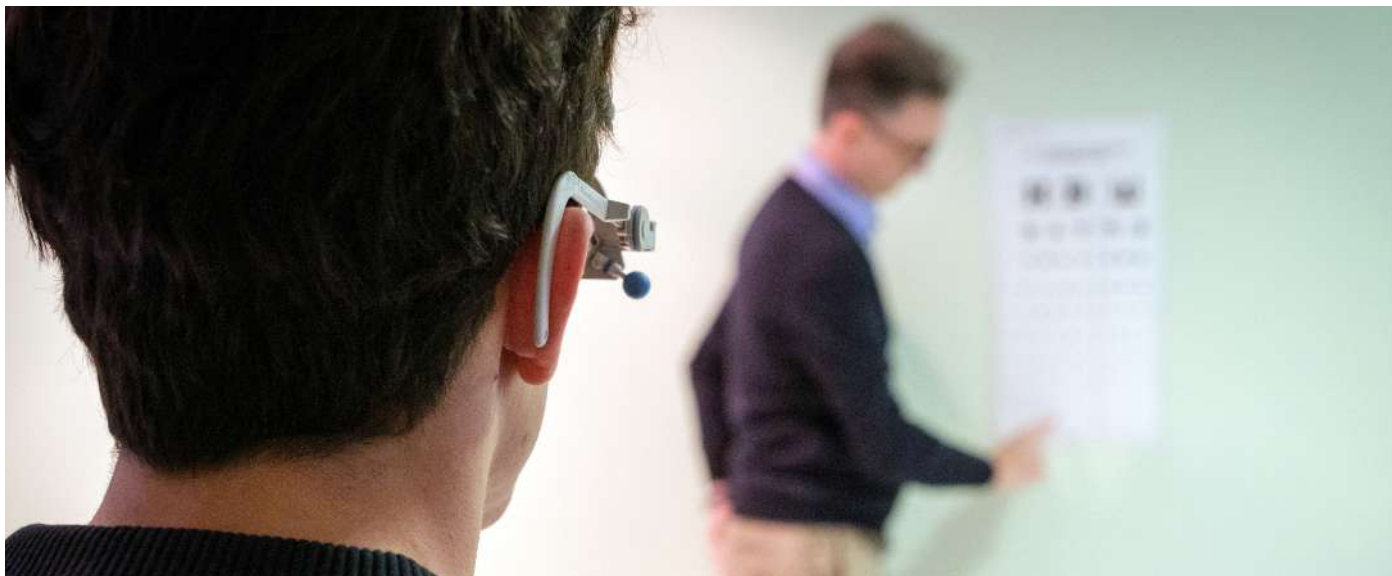
These initiatives include the holding of meetings during working hours in order to respect employees' rest time, the use of videoconferencing to reduce the need for employees to travel, and thus minimise the impact on their personal lives, as well as the possibility for employees to adapt their working hours to cater for the need to care for their children or dependent family members. In addition, we are conducting awareness-raising actions on parental joint responsibility, encouraging a culture of equality in the sharing of family and work-related responsibilities.

Remote working has become firmly established as a fundamental tool for facilitating a good work-life balance. Dorna has in place a Remote Working Agreement, approved by the Board of Directors, which grants each employee the option to decide whether to work remotely or on-site, and allows a greater degree of autonomy depending on the employee's needs and the specific nature of each job position. The agreement enables employees, in certain cases, to work remotely for up to 100% of their working hours, and is adapted to cater for the requirements and particular characteristics of each function.

OTHER EMPLOYEE BENEFITS

Where required by the specific nature of their job positions, Dorna employees with an indefinite-term contract are afforded the additional benefit of private medical insurance. In addition, from the moment they join the Group, all members of the workforce enjoy the following insurance coverage: accident, life and business travel assistance.

Reflecting our commitment to the well-being and safety of our workforce, these benefits provide comprehensive coverage, giving employees extra peace of mind both in and out of the working environment.



4.1.3. HEALTH AND SAFETY

Our commitment to the health and safety of our employees is firmly established in our Code of Ethics, which includes a series of fundamental undertakings geared towards ensuring a safe and healthy workplace. These undertakings include most notably:

- Ensuring that all the necessary measures have been taken so that employees can perform their functions properly, thus minimising the related occupational risks.
- Observing and complying with legal standards on risk prevention and the international standards issued by the International Labour Organization (ILO).
- Observing and applying general public health principles, and encouraging practices that favour the collective well-being and safeguard health.

The scope and impact of our health and safety activities vary according to the nature of the work being performed, whether this be at our corporate offices or in the organisation of sporting events at circuits all around the world.

Occupational risk prevention measures at our offices are compliant with the applicable legislation in each of the countries in which we operate. In Spain, our activities are governed by Spanish Occupational Risk Prevention Law 31/1995, of 8 November, while in Italy we comply with Legge 123/2007, of 3 August, addressing health protection

and occupational safety measures. To ensure compliance with this legislation, Dorna teams up with external risk prevention service providers, namely Quirónsalud in Spain and MF Ingegneria Srl in Italy, thus guaranteeing a rigorous, up-to-date approach to safety.

The organisation of sporting events involves a particular set of challenges and risks in terms of safety and occupational health. These risks, which affect both our own personnel and other associates, vary depending on the location and specific nature of each task. In order to meet these challenges, we provide our employees the comprehensive protection of our occupational risk prevention system, in addition to specific insurance policies arranged for these purposes. Furthermore, we implement and adhere strictly to the safety protocols in force at each venue where races are held, and we adapt our procedures to local regulations and international best practices.

Dorna provides insurance coverage for all of its employees, ensuring they are protected when performing their duties. In the case of our external associates (both independent contractors and suppliers), we ensure that they comply with the coverage criteria established by the Group and that they have their own insurance policies in place to cover the risks associated with their work.

Motorcycle racing events are organised under the auspices of the FIM, which establishes and applies specific health and safety guidelines, as detailed in its Medical Code. At each circuit it is compulsory to apply local occupational health and safety regulations and to guarantee strict compliance with the measures necessary to safeguard the physical integrity of all participants.

This comprehensive approach reinforces our ongoing commitment to health and safety, establishing a robust framework that protects our personnel and associates across all our activities.

OCCUPATIONAL RISK PREVENTION

Dorna has implemented an occupational risk prevention procedure, which applies to all employees at the facilities of the various Group companies. This procedure is reviewed on an annual basis with a view to adapting it to any legislative update or to any unforeseen new situations.

Through this procedure, Dorna takes on the following commitments:

- To implement and develop a comprehensive occupational risk prevention system that is fully integrated into all activities, decisions and technical processes, as well as into the organisation of work, covering the conditions in which it is carried out and applying to all hierarchical levels of the enterprise.
- To put in place all the necessary resources to guarantee that employees receive complete and timely information about the risks associated with their health and safety at the workplace, as well as about the protection and prevention measures and activities implemented. This also includes the dissemination of first-aid protocols and the necessary training efforts for their correct application.

For emergency situations at our offices, Dorna has a protocol, drawn up by the external prevention service, the aim of which is to ensure that the requirements of current legislation are met at all our facilities. This protocol establishes the emergency measures to be taken and organises the relevant human and material resources in order to guarantee seamless communication, the swift and safe evacuation of personnel, and immediate intervention in the event of critical situations. In addition, the protocol envisages coordination with external assistance services and cooperation, in emergency situations, with other companies operating at the workplace.

As far as the organisation of sporting events is concerned, Dorna deploys a highly specialised medical team composed of top level experts in emergency care and traumatology from Quirónsalud. This team offers medical assistance to both riders and paddock members, bolstering the local medical services provided by the circuits. This comprehensive approach guarantees an efficient, swift provision of medical care, thereby maximising the safety and protection of all event participants.

By adopting these measures Dorna reaffirms its ongoing commitment to health and safety, adapting proactively to the needs of the work and sporting environments and meeting the highest emergency prevention and response standards.

In 2024 the agreement to set up a Quirón Prevención MotoGP® Health Centre at each MotoGP® Grand Prix remained in force; under this agreement, the paddocks are equipped with world-leading medical and physiotherapy services, providing preventive care and treatment to help riders recover from and prepare for their time on track. The provision of medical care and physiotherapy services is extended to include Dorna personnel where potential discomfort or symptoms similar to a skeletal muscle injury are detected.

In 2024 the psychosocial assessment monitoring committee held meetings in order to establish preventative and/or corrective measures to be implemented; these measures have been submitted to the company for their introduction.

In 2024 training was given to new hires on the risks existing in their job positions, and refresher courses on safety in the handling of forklifts were provided to the appropriate employees since the training is valid for five years. Also, training was given on the handling of mobile work platforms following the discovery of the need for this, as well as on work at height (IRATA level 1).

2024 saw the introduction of meetings between circuit health and safety personnel, the head of Health and Safety at the Dorna Group and IRATA personnel, the aim of which is to establish channels for cooperation and improvement in the tasks of supervising/inspecting all the parties involved at each of the circuits. For these purposes, the Health and Safety department was present at all of the Grands Prix held as part of the 2024 world championship.

TRACK SAFETY

The comprehensive management of all matters related to rider safety is one of our most vital responsibilities in the sporting sphere of our activities. This task is carried out in close collaboration with the FIM, the body responsible for supervising the approval of circuits and ensuring compliance with the sporting and technical regulations. In addition, we work in conjunction with the various circuits in charge of implementing safety services during events. At Dorna, we dedicate maximum resources to contributing to the ongoing process of perfecting safety in motorcycle racing, and to ensuring that a competitive and protective environment is maintained.

Our participation in the Safety Commission, which is made up of Dorna and FIM safety representatives and is open to all riders, further strengthens our commitment. Safety Commission meetings are held at each event with a view to evaluating and addressing any situation that might arise in the course of the race; this makes it possible to agree long-term improvement plans or, where necessary, adopt immediate corrective measures.

Responsibility for supervising and developing safety matters, as well as for implementing changes in technical regulations and sporting rules, lies with the Grand Prix and SBK Commissions. These commissions comprise members representing the FIM, Dorna and the teams' associations where applicable, as well as the manufacturer associations participating in the championships. The decisions adopted by these commissions must ultimately be ratified by the Permanent Bureau, which comprises the heads of the FIM and Dorna.

The coordinated efforts of these commissions, together with the advances developed by motorcycle and rider protection equipment manufacturers, constitute an invaluable testing ground for innovation



in road safety. Technology applied to competition motorcycles and rider passive protection systems are progressively brought onto the general market, providing solutions that contribute to the ongoing improvement of safety for end users.

Therefore, in 2024 even more measures were approved by the Permanent Bureau and work continued on better implementing the measures from prior years in order to improve rider safety even further. We can classify these measures into four categories related to equipment, medical services, track safety and circuit safety.

a) Equipment

The new system for FIM-certification and labelling for suits, gloves and boots, mandatory for all manufacturers from 2024 onwards, has been implemented. New testing methods for the approval of these equipment items are currently being analysed.

Only FIM homologated helmets (with a valid FIM Homologation Label) will be allowed, with the following deadlines: - Until 31/12/25: FRHPhe-01 and FRHPhe-02 - From 01/01/26: FRHPhe-02 only Some helmet manufacturers have already obtained FIM homologation for 2025, while the others have begun the process of obtaining it for 2026.

These changes constitute some examples of how the world of motorcycle racing helps to improve active and passive protection systems, and

how technological innovations are introduced in top-level competition, which is of great relevance to road motorcycling and, consequently, to non-professional motorcycling enthusiasts.

b) Medical services

The FIM Medical Commission together with the FIM Medical Officer and MotoGP Medical Director updated the FIM Medical Code during the 2024 season to improve various procedures and documentation. New, more detailed guidelines are in place to improve the medical evaluation procedure, communication with race directors and first aid for riders in the event of a fall.

c) Rider safety

- 2024 was the first year in which the fall detection system was used throughout the season; the system was first introduced in 2023 and underwent further development until accurate results were obtained. The system provides immediate information on falls at any point in the circuit, eliminating the possibility of falls not being detected or of delays in their being reported by the track marshals.
- In a project that is expected to come into service in 2025, the monitoring system based on the motorcycle's GPS track position is being further developed to provide FIM stewards with more details on infringements.



- Work continued in 2024 on the development of a warning system to alert riders when they are approaching an area that has become hazardous as a result of an incident on the track. Dorna, FIM and equipment manufacturers are carrying out the necessary studies to implement audio devices integrated into helmets for the communication of alerts to riders. The 2025 season is expected to be one marked by testing for the entire communication system, with all aspects covered by this project requiring development (housing of components within the riders' gear, the wireless transmission system, and race director-rider communication systems).
- In the Moto2™ and Moto3™ categories, 2023 had seen the introduction of the definition and dimensions of handlebars and grips, which were updated with the aim of helping to apply the regulations, which prohibit riders from racing without having both hands on the handlebars. An additional safety requirement for 2024 was the compulsory use of front brake lever guards, regardless of whether the brake lever is covered in its entirety by the motorcycle windshield.
- A proposal was made to introduce more severe sporting offence penalties for any riders who ignore yellow flag warning signals on the racetrack, in order to enhance safety levels in the event of an accident.
- It was also proposed to increase the fine imposed for exceeding pit-lane speed limits, with a view to dissuading riders from using excessive speed and thus ensure the increased safety of riders and employees in this area.

d) Circuit safety

Dorna and the FIM, in conjunction with the University of Padua, continue to make progress in a research and development project focusing on the improvement of a tool to study motorcycle dynamics. The main aim of the project is to conduct advanced simulations that will provide key information in order to guarantee and optimise the safety conditions at both new and existing circuits.

Each year the performance of MotoGP™ class motorcycles is evaluated for the purpose of validating that the model used in the simulations accurately reflects actual motorcycle performance. Parallel to this, all circuits are reviewed and reassessed, identifying any potential improvements and applying new measures to bolster their safety levels.

In the case of new circuits, detailed simulations are conducted of the track layout and run-off areas to ensure that they meet the safety standards as required by the FIM: Grade A for MotoGP™ and Grade B for WorldSBK. Thus, any circuit that is added to the world championship venues will guarantee the necessary conditions for rider protection.

The next step in the development of this tool is to carry out a specific study of the dynamics of MotoGP™ motorcycles under the new technical regulations that will come into force in 2027. The progress made in this area will make it possible to continue adjusting and optimising safety levels against a backdrop of ongoing technological evolution.

PROMOTION OF HEALTH

As part of the commitment to our employees regarding their healthcare, and pursuant to Article 22 of Spanish Occupational Risk Prevention Law 31/1995, of 8 November, the annual health check campaign was carried out as proposed by the medical department of the Quirón Prevención prevention service.

During the 2024 campaign 291 medical check-ups were performed, covering 48% of the workforce. These check-ups followed general basic health parameters that included blood and urine tests, a hearing test, and tests associated with specific health protocols linked to job positions.

Number of occupational accidents with or without medical leave by gender

Occupational accidents by gender	2023	2024
Women	2	1
Men	5	4
Total	7	5

Occupational accidents with medical leave	2023	2024
With leave	2	1
Without leave	5	4
Total	7	5

Performance indicators in the health and safety area

Health and safety indicators	2023			2024		
	Total	Men	Women	Total	Men	Women
Net accident frequency rate	2.68	1.34	1.34	1.24	1.24	-
Accident seriousness rate	0.04	0.03	0.01	0.01	0.01	-
Occupational illness rate	-	-	-	-	-	-

ABSENTEEISM

In order to calculate the number of absenteeism hours, both professional contingencies (occupational accidents, pregnancy-related risks and breastfeeding and childcare leave) and ordinary contingencies (non-occupational accidents and common illnesses) were taken into account. Absenteeism days totalled 2,807 and, therefore, the total number of absenteeism hours was 22,456.

Hours of absenteeism	2023	2024
Women	8,392	7,672
Men	13,952	14,784
Total	22,344	22,456

4.1.4. LABOUR RELATIONS

At Dorna we maintain a robust, constructive relationship with trade unions, acknowledging the fundamental role they play in defending and promoting the labour rights of our employees. The aim of this cooperation is to establish channels for dialogue and ongoing communication in order to cater for the needs and expectations of our workforce and thus contribute to a fair, equitable and respectful work environment.

We have our own collective agreement that regulates the working conditions of all employees at our workplaces in Spain. This agreement establishes a common regulatory framework guaranteeing equity, transparency in labour relations and the ongoing improvement of working conditions. Our employees in Italy are subject to the agreement regulating labour relations in the Italian tertiary sector (*"Contratto collettivo nazionale delle aziende del terziario"*), which guarantees compliance with local employment regulations and standards.

The Dorna work council in Barcelona was elected in 2020 to represent our employees working in that city. The work council acts as an intermediary between management and employees, promotes initiatives that favour employee well-being and guarantees the observance of their rights. The second trade union elections at Dorna Barcelona were held in November 2024. In addition, at our

workplaces in Madrid and San Fernando de Henares we have two workers' representatives, one at each location, who play a key role in representing employees at local level.

Our commitment to respect labour rights and improve working conditions is reflected in our constant willingness to maintain an open, constructive dialogue with trade union representatives, promoting an environment that favours the development and satisfaction of all our employees.

We have various committees in place that provide continuous support for the well-being of our employees, including the Equality Committee and the Health and Safety Committee, which work on key initiatives geared towards achieving progress in working conditions. In this context, the Equality Monitoring Committee held three meetings in 2024, at which work continued on the update of the Equality Plan and progress was made on the drafting of the Sexual Harassment Protocol, which was agreed upon and signed by both parties in July 2024.

Also, in January 2024, following development of its configuration in 2023, the working hour recording tool came into operation for the entire workforce.



4.1.5. TRAINING

At Dorna our commitment to our employees' training and professional advancement is reflected in our Code of Ethics, which places emphasis on the importance of promoting programmes to enable our employees and associates to keep up to date with the knowledge and skills required to perform their functions in an optimum fashion. Through initiatives of this kind, we seek not only to enhance the efficiency and quality of the work performed, but also to contribute to the achievement of our organisational goals and foster a culture of continuous learning.

In the course of the last year, we conducted various training activities aimed at promoting the safety, health and professional development of our employees. These activities included mandatory and basic training in health, safety and the environment (HSE), as well as occupational risk prevention.

Furthermore, we expanded the scope of the training we offer to include key initiatives, such as the Course on Sustainable Events, in which employees from the various areas participated (including Operations, ESG and Health and Safety), the aim of which is to boost sustainable practices in the organisation of events.

We also offered English and Italian courses to improve the language skills of our employees, as well as training in content production, video editing and digital management. As part of the implementation of the working hour recording tool, we provided specific training to ensure that it is used properly and effectively.

The training sessions conducted throughout the year included:

- HSE: Basic initial training on workplace risks.
- HSE: Special training certification - Forklift Operator course.
- HSE: Special training certification - Aerial Work Platform course.
- HSE: International certification for vertical work at height - IRATA Level 1.
- English courses.
- Italian courses.
- AI Bootcamp for Developers - LIDR Academy.
- Colour Correction with DaVinci Resolve.
- DGM SAFETY_IATA Dangerous Goods course.
- Sustainable Events course.
- Evertz Replay Operators Training.
- Fusion 360 CAM Machining - FORMACAD.

- Digital PRL Management - NEXT.
- Online Master's in Artificial Intelligence - Machine Learning and Data Science.

As part of our digitalisation and ongoing improvement strategy, at the end of 2024 we carried out pilot tests for a new Learning Management System (LMS), which it is intended will be rolled out in the near future, thus facilitating access to training and optimising learning management within the company.

Hours of training by professional category

Hours of training by professional category	2023	2024
LEVEL 1	53	125
LEVEL 2	100	152
LEVEL 3	293	344
LEVEL 4	789	781
LEVEL 5	2,018	1,191
LEVEL 6	80	17
TOTAL	3,333	2,610

These training initiatives reflect Dorna's firm commitment to the professional development of our employees and the continuous improvement of their skills; in this way, we foster their growth within the organisation and increase their capacity to meet the challenges of the current working environment.



4.1.6. EQUALITY

Since 2019 we have been implementing an Equality Plan at Dorna which, targeting our entire workforce, aims to guarantee compliance with Organic Law 3/2007, of 22 March, for the effective equality of women and men.

The Equality Plan comprises a series of measures organised into ten key areas in response to both general and specific objectives. These areas are as follows:

- Area responsible.
- Access to employment.
- Training.
- Professional promotion.
- Remuneration.
- Work-life balance and joint parental responsibility.
- Communication.
- Occupational health and safety.
- Prevention of and action against gender-based violence.
- Protection from workplace harassment.

Each of these areas contains specific actions to achieve progress towards actual and effective equality of women and men across the entire organisation.

Responsibility for the monitoring and annual assessment of the Equality Plan lies with the Equality Monitoring Committee, which was set up on 19 April 2022. The main function of this committee, which is made up of company and employee representatives, is to guarantee that the agreed measures are implemented correctly, evaluate their effectiveness and propose potential improvements.

Through this Plan, Dorna reaffirms its commitment to the creation of a more inclusive, equitable and non-discriminatory working environment, one that favours equal opportunities and the ongoing improvement of working conditions for all employees.

Promotion of equality at events

Dorna and the FIM are aware of the responsibility they bear and the opportunity they have to lead motorcycle racing towards a new era marked by greater inclusion and diversity. Their aim is to forge a more visible pathway that is accessible to all, fostering an environment in which any person, irrespective of their gender, can feel welcome and safe, both on and off the racetrack. In particular, efforts are being made to ensure that women get even more opportunity to develop, participate and grow within the sport. In this way, motorcycle racing is emerging not only as a stage for breaking prejudices and stereotypes, but also as a driving force for change in society, where there is no place for the barriers that once existed. The aim of this transformation is to consolidate motorcycle racing's role as an inclusive, accessible discipline that is representative of all the diversity of the world today.

In 2023 the FIM Women's Circuit Racing World Championship (WorldWCR) was presented, marking a historic milestone as it became the first ever motorcycle racing championship to feature only women. The first ever WorldWCR championship took place in 2024; comprising six scheduled rounds, the last race was staged at the Jerez-Ángel Nieto circuit. This championship is noteworthy for its commitment to inclusion and its aim to bring down gender barriers in motorcycle racing; consequently, the races are conducted on an equal footing thanks to the use of the Yamaha R7 as the official single-make bike, thus guaranteeing that all riders are equipped with the same resources with which to demonstrate their skills on a world-class stage.

The WorldWCR not only maximises the opportunities and potential of new generations of female riders, but also serves as a response to disparities in the access of women to sports on a global stage. By offering a dedicated space to enable women to compete professionally, this championship seeks to challenge gender stereotypes and encourage greater female representation in a sport where they have historically been in a minority.

In addition, the WorldWCR aspires to be a source of inspiration and a benchmark for future generations of women in motorcycle racing. With a clear focus on fairness, equal opportunity and competitive spirit, the championship promises an exciting experience where talent and determination take centre stage, and where each race becomes another step towards more inclusive and diverse motorcycle racing.



4.1.7. DIVERSITY

At Dorna, we are fully aware of the additional difficulties faced by people with a disability, whether due to a congenital condition or resulting from an illness or accident. In this regard, we actively promote the acceptance of, respect for, and integration of all differences, both visible and invisible, within our organisation. We firmly believe in the dignity and value of each individual, there being no place for bias, discrimination or exclusion of any kind.

Our commitment to inclusion is reflected in our staff selection and hiring procedure, which is designed to promote the integration in the workplace of persons belonging to minority groups and people with different abilities, provided that this is possible and appropriate in light of the specific requirements of the job position concerned. This inclusive approach forms part of our strategy to create a diverse and equitable working environment.

We currently have two employees with a disability, who contribute to the success of our company and its plural nature. In addition, we cooperate closely with the Aura Foundation, a non-profit organisation whose object is to facilitate the inclusion into society and the workplace of people with disabilities. This cooperation reinforces our commitment to inclusion, in particular where, for organisational reasons, it was not possible to hire more employees with a disability in 2024.

With regard to accessibility at our facilities, we guarantee that our buildings in Madrid, Barcelona and Rome are equipped with the requisite infrastructure and technical elements to ensure full accessibility. These include lifts, ramps, adapted toilets, ample and fit-for-purpose work and meeting spaces, and reserved parking spaces. This infrastructure not only facilitates the mobility of our employees with a disability, but also ensures an accessible environment for all.

We also work in close cooperation with our suppliers and with event organisers in order to guarantee that the events held at circuits and other facilities are fully adapted to meet accessibility needs. This involves adapting spaces and services, which helps create an inclusive and accessible environment both for our employees and for fans and participants.

At Dorna we continue to be committed to the ongoing improvement of accessibility and inclusion in all areas of our activity, and to promoting an environment in which each individual, regardless of their capabilities, can achieve personal development and participate fully.

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

Holding the Grands Prix of all the championships managed by Dorna and broadcasting them on a global scale depend on the cooperation of hundreds of suppliers and commercial partners, whose experience and dedication are fundamental elements of the Group's success. There are also a number of suppliers, beyond those represented in the paddock, that have a direct working relationship with our offices in Spain and Italy.

ETHICAL AND ENVIRONMENTAL MANAGEMENT

In keeping with our Code of Ethics, our supplier selection procedures are governed by a set of objectivity, impartiality and transparency criteria in order to avoid any potential conflict of interest and ensure that all selection decisions are taken in a fair and equitable manner. These processes are designed to guarantee that the selection of strategic partners meets the highest standards in terms of quality, efficiency and social responsibility.

We acknowledge that suppliers represent a major link in our value chain, playing a key role in the success and sustainability of our operations. For this reason, we require our associates to be aligned with the principles of ethical and environmental management and regulatory compliance that define our business model. In order to heighten supplier commitment, we convey our expectations and

standards to them in the shape of our *ABC Policies and Business Partners Standards*, which set out clear guidelines in areas such as respect for human rights, business ethics, anti-corruption measures and environmental protection.

Furthermore, we conduct a continuous assessment of our suppliers in order to guarantee that they meet these standards. In doing so, we foster commercial relationships based on mutual trust, transparency and long-term sustainability.

Our relationship with suppliers is managed by the various departments of the organisation, depending on the product or service required. Each department is responsible for ensuring that the suppliers selected comply not only with the necessary technical and operational requirements, but also with the ethical and sustainability-related principles defined by Dorna. Our working relationship with suppliers is governed by specific contracts including ethical compliance clauses and obligations regarding corporate social responsibility and environmental management.

By applying these practices, we reaffirm our commitment to promoting a responsible supply chain, one that contributes not only to operational excellence, but also to sustainable development and to the achievement of our corporate and social goals. On a yearly basis we update the sustainability guidelines sent out to all the teams and enterprises participating in our championships; these serve as a reference framework for the inclusion of new procedures and initiatives relating to social and environmental matters.





SUPPLIER GUIDELINES

At Dorna we have a supplier selection and engagement procedure in place to guide us when choosing and engaging suppliers that display an ethical conduct aligned with our values. This process is of vital importance if we are to maintain commercial relationships based on integrity and responsibility.

Our commitment to these values is reflected in our relationship with suppliers, who are subject to strict objectivity and impartiality criteria. The selection process is designed to avoid any kind of conflict of interest or subjective favouritism, thus ensuring transparency and fairness in all our commercial interactions.

To enable us to meet these standards, we have established the following principles and obligations:

- **Preferential treatment and non-discrimination:** Any personal relationships that may influence the selection process are prohibited. Suppliers must sign up to the values established in our Code of Ethics, and any type of preferential relationship with public or private-sector entities must be avoided. In addition, any unequal treatment on the basis of race, gender or religion is prohibited, thus ensuring an environment of equality and respect.
- **Crime prevention system at potential suppliers:** We require suppliers to have crime prevention systems in place, including the related internal policies and controls. They must also be in possession of the relevant certifications and furnish us with the contact details of their Compliance Officer.

In line with our values, we undertake various initiatives to cooperate with our suppliers and support any proposals that contribute to joint progress, which are often subsequently launched onto the market

and improve the lives of all motorcyclists around the world. Some of our most noteworthy agreements and projects include:

- We have an alliance with our truck supplier under which it is guaranteed that the entire permanent fleet used for logistical operations is equipped with engines that run on HVO biofuel (Hydrotreated Vegetable Oil), which helps reduce CO₂ emissions in road transportation activities.
- At Dorna we offer an invaluable platform through MotoE™, within the racing lab of the MotoGP™ paddock, which allows Ducati to develop all aspects relating to electric motor and battery efficiency, as well as safety aspects associated with power transmission and bike stability. In addition, Michelin has continued to make progress towards its goals in connection with the manufacture of sustainable tyres, as part of its various circular economy projects, and in 2024 it brought to the racetracks a tyre with a composition including more than 50% of renewable and recyclable materials.
- Vmoto Soco, a leader in zero-emissions electric transport, has supplied electric scooters for the mobility of our employees during MotoE™ and MotoGP™ events.
- In 2024 we continued to work with Quirónsalud to guarantee the provision of comprehensive medical care during each Grand Prix, as well as in the phases leading up to and after the event. In addition, we built up the presence of the “Quirón MotoGP™ Prevention Health Centre” in the FIM MotoGP™ paddock at all Grands Prix held in Europe. This initiative, implemented in 2023, guarantees swift, efficient and high-quality access to medical services, boosting our commitment to the safety and well-being of those participating in and attending races.

- AMG Event Services, the supplier of structures for the production and development of facilities for temporary spaces at our European events, selects products made from sustainable/recycled materials, undertakes waste-reduction initiatives, chooses domestic suppliers, reduces transport volumes and opts for materials with several useful lives. As a result, the 2024 season saw the continuation of the use of more sustainable materials and work systems at our MotoGP VIP Village™ events. Some specific examples include:
 - The reuse of MotoGP VIP Village™ furniture from previous years, thus reducing the need to manufacture new furniture, minimising costs and increasing the useful life of the furniture.
 - We increased the use of recycled plastic, ecological fabrics and wood from responsibly managed forests in the construction of our structures.
 - We promoted the recycling and reuse of the materials used; an example of this is the recycling of carpets, which are given a second life by being used as protection during transportation activities. Another example is the recycling of aluminium structures, which are melted down to create new items to be used at our events.
 - We used MotoGP VIP Village™ generator sets and hybrid means of transport to increase energy efficiency and reduce our environmental footprint.
 - We perfected our production-phase logistics by means of a truck loading study to optimise the load of each truck needed and thus reduce the number of trips required for each event, thereby reducing CO₂ emissions.
- The modular floor used for the structure is made up of Bolon materials obtained from green waste, reducing the quantity of materials used by up to 70% and also cutting energy consumption since the moulds allow us to produce at low temperatures. Polyurethane foam is a lightweight, recyclable material with a smaller carbon footprint.
- In 2024 we continued to work with the E-paddock supplier, Mobilunits, which implemented an innovative folding container system, making it possible to significantly reduce the number of trucks needed for transportation purposes, thus optimising logistics and minimising environmental impact.
- Vilaplana Catering, a Compass Group company, is our official catering supplier for the MotoGP VIP Village™ at the Grands Prix organised within the European Union. Its commitment to sustainability and its approach thereto include a series of actions that not only enrich the experience of our events, but also are aligned with our own sustainability and environmental responsibility values. This supplier's most noteworthy initiatives include the use of locally sourced raw materials and animal welfare-certified products, which not only supports the local economies of the regions in which the circuits are located, but also guarantees an excellent culinary offering that is respectful with the environment. Some other examples of these initiatives are as follows:
 - Drive to minimise waste through the use of reusable tableware and the elimination of single-use containers and packaging.





- Menu design geared towards reducing food waste.
- Use of a waste separation system, in close cooperation with the circuits, with the aim of ensuring that waste is classified and handled correctly, assisted by the use of clear signs and appropriate instructions for both users and employees.
- Commitment to train and raise the awareness of its personnel with regard to sustainability, including the organisation of training sessions.
- Local economic impact through the hiring of personnel at each destination location.

Particularly worthy of note are our strategic alliances with key suppliers, which bolster our commitment to excellence, innovation and social responsibility across our operations. These alliances include:

- **Alpinestars:** a company spearheading innovation in protection systems, with which we continue to develop advanced technologies that improve the safety of our riders.
- **DHL:** our partner for sustainable transportation solutions; this alliance enables us to reduce our carbon footprint through the implementation of environmentally-friendly and efficient logistical practices.
- **Sportradar:** a company specialising in combating fraud in sports betting, with which we work closely in order to safeguard integrity and transparency in our competitions.
- **Sportian:** a company with which we undertake joint initiatives to combat audio-visual piracy, thus protecting intellectual property rights and ensuring the lawful and fair distribution of our content.

- **Regina:** the official chain supplier for MotoE[™], Regina has developed the HPE 520 chain, a significantly more sustainable product due to its high durability. This chain does not require lubrication, which eliminates lubricant spatter during operation, thus notably reducing its environmental impact.
- **Petronas:** our official fuel supplier has introduced an innovative fuel formulated with 40% non-fossil biofuel for the Moto2[™] and Moto3[™] classes, signalling a key advance in emissions reduction.
- **BMW:** the MotoGP[™] safety car for the 2024 season is the BMW XM, equipped with plug-in hybrid drive technology that combines a 4.4 V8 TwinPower Turbo engine with an electric motor. Thanks to its 29.5 kWh lithium battery, the car has a maximum range of 79 km in all-electric drive, which makes it an efficient and environmentally-friendly solution that does not compromise on performance. In addition, the fleet of BMW M Shuttles used in the Vip Village to transport guests enjoying the Service Road Tour package comprises hybrid XM and iX M60 electric vehicles.

These alliances not only reflect our commitment to the aforementioned values, but also enable us to implement innovative and sustainable solutions that benefit all our stakeholders and contribute positively to the development of our industry.

5. FINE TUNING FOR A SUSTAINABLE STRATEGY

Integrate **sustainability** into every decision, assuming our role as leaders and agents of change in the global environment.



► ISO 20121
Event Sustainability
Management



► Installation
of 250 solar
panels



► More than EUR 1.5
million raised in the
MotoGP™ Solidarity GP



► Use
40%
Wo



of a fuel with a minimum of
non-fossil origin in MotoGP™,
WorldSBK™ and WorldSSP™



100% of the circuits have waste
separation processes or initiatives
aimed at fostering the circular
economy



21 of the 22 riders who will make up
the MotoGP™ 2025 grid have passed
through the ranks of the Road to
MotoGP™ projects



5.1. THE ENVIRONMENT

5.1.1. MANAGEMENT FRAMEWORK

The environmental impact associated with our activities focuses mainly on the organisation of events. Also, the administrative operations we carry out at our offices have, by their nature, a limited effect on the environment. At Dorna, we address this disparity by applying the precautionary principle and adopting specific approaches to each area. All of this is achieved through a shared culture that gives priority to risk prevention and respect for the environment.

Environmental impacts identified

AT THE OFFICES	AT THE GRANDS PRIX
Movement of employees	Employee, team, supplier and fan travel and accommodation
Paper consumption	Transport of machinery and materials
Electricity consumption	Assembly of facilities
Consumption of drinking water	Fitting out of circuit entrances
Treatment of electrical and electronic appliances no longer in use	Energy and water consumption
Vehicle engines	Noise emissions
Waste classifiable as urban waste	Waste generation
	Spectator management

Environmental management

In our offices, we have a comprehensive environmental procedure that reflects our commitment to protecting the environment and preventing environmental crimes. This procedure is designed for transversal integration in all our activities and decisions, encompassing both the technical processes and the organisation of work on all hierarchical levels. Our organisation explicitly prioritises the prevention and minimisation of pollution arising from its operations, ensuring compliance with current regulations and the application of best environmental practices.

We are committed to providing the necessary resources and tools so that all employees are aware of the environmental risks associated with our activity, as well as of the available protection and prevention measures. This commitment extends to key aspects such as the efficient management of paper, electricity and water consumption, as well as the proper treatment of waste, including unused electrical and electronic equipment, vehicle engines and other devices. In addition, we maintain a robust environmental management system, aimed at preventing adverse impacts and environmental crimes, through the early identification of risks, the implementation of specific protocols and the allocation of appropriate resources.

In all our activities, we ensure that employees have the necessary guidelines for the responsible use of products and resources, as well as for correct waste management, in line with our environmental procedure.

The Administration, Maintenance and Prevention Department is responsible for the management of essential services such as lighting, cleaning, ventilation and air conditioning equipment, as well as the control of the consumption of resources and the correct management of waste at our facilities. Moreover, the Legal Department is responsible

for reviewing and updating current environmental regulations, ensuring compliance with all applicable provisions and the alignment of our policies with the most stringent legal standards.

During the events organised by Dorna, the sustainability guidelines for participating teams and companies based on the requirements of ISO 20121 are complemented by the FIM Environmental Code, which applies to sporting events under the current contract with this organisation. This code aims to reinforce the positive impacts of motorcycle racing on the environment and minimise negative effects, promoting a culture of sustainability within the sport.

The code provides for the designation of a supervisor from the National Federation and a delegate from the FIM at each international event who are responsible for supervising compliance therewith. In addition, it provides for the application of specific measures for the protection of soil and biodiversity, along with concrete obligations for all participants before, during and after each event.

Through these initiatives, we reaffirm our commitment to sustainability, environmental responsibility and continuous improvement in the management of our environmental impact.

Sustainable events and ISO 20121

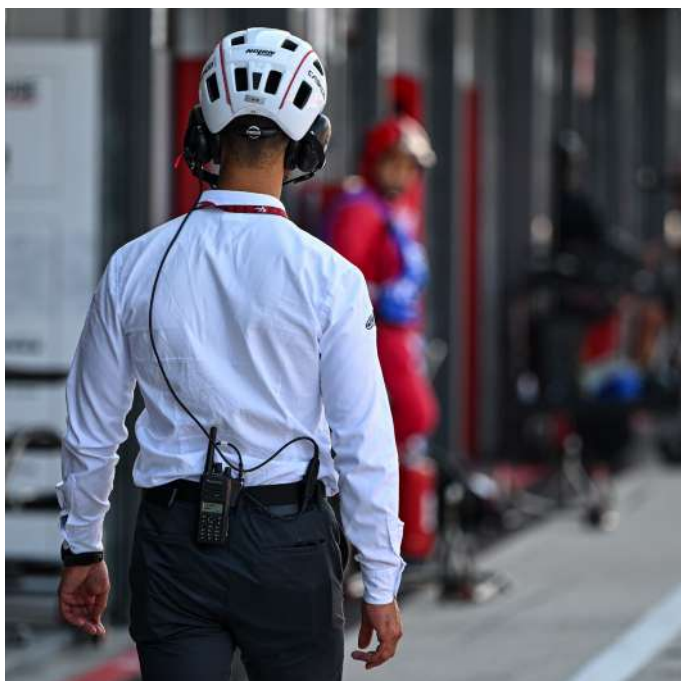


Since 2022 TÜV NORD has rewarded us with certification under the prestigious international ISO 20121 standard, highlighting our ongoing efforts to manage MotoGP™ events sustainably. This accreditation confirms the economic, environmental and social benefits of our activities, positioning us as pioneers in sustainability within the motor-

sport industry.

As part of the ISO 20121 certification, we have developed an action plan aimed at the continuous improvement of the events, which requires the participation and cooperation of all the parties involved in MotoGP™ (the circuits, manufacturers, teams, staff, suppliers, partners, sponsors, federations and fans) to ensure progress is made in each area. This plan includes:

- Reducing MotoGP™'s carbon footprint.
- Increasing the social inclusion initiatives in the various communities in which MotoGP™ is present.
- Constantly improving the management of waste and recycling at the events.
- Introducing sustainability criteria in the partner and customer selection process, and in the procurement of services and/or materials.
- Encouraging all the companies and interested parties to work to achieve common sustainability objectives.



As required by the ISO 20121 standard, during the design phase we carefully assessed the context and characteristics of the championship. In this way, we identified priority areas to improve the environmental, social and economic impact of our events and established a clear plan of actions and targets. Three specific issues were identified as priorities which, due to their major impact, received special attention.

The main priority areas identified and the results obtained in 2024 were as follows:

- **Process reengineering:** with the objective of effectively integrating sustainability as a fundamental aspect of our organisational culture, an exhaustive analysis was carried out of the processes involved in the design, planning and execution of MotoGP™ events. Specifically, processes such as the overall preparation of the championship, individual event planning, event operations (including assembly and disassembly), review, and corporate-level activities were mapped. These processes were mapped in order to identify current sustainable management tools and those that could be implemented in the future to improve organisational sustainability performance. In 2024 a “positive impact strategy” was designed and implemented that acts both internally and externally in the organisation. From the internal standpoint, the key objectives are to drive a corporate culture change and establish an ESG governance model. From the external perspective, the key objective is to establish strategic alliances by promoting stronger commitment and long-term relationships with partners.
- **Communication, awareness-raising and stakeholder engagement:** we acknowledge that the active participation of our stakeholders is key to enabling us to attain our sustainability goals. To this end, we seek to raise awareness of the importance of organising and participating in events in a responsible and sustainable way and involve all the stakeholders. In this regard, the following sustainable management tools were identified:

a) Digital platforms: we use digital platforms to communicate and disseminate our initiatives. One example of this is the “ESG Vision” section of Dorna’s corporate website, which includes links to our “Racing for the Future” sustainability strategy and the Annual ESG Report.

b) Impact surveys: two impact surveys were conducted in 2024, one targeting the circuits and the other targeting our sponsors, suppliers, teams or service companies.

After using self-assessment forms to engage stakeholders in previous years and establish their sustainability profiles, a new impact survey was conducted in 2024 targeting our sponsors, suppliers, teams and service companies. The survey addressed topics such as perception of Dorna’s sustainability efforts, stakeholder engagement and expectations, material aspects, technological and product development, employment and structure, as well as stakeholder impact.

In addition, the circuits participated in an impact survey covering aspects related to governance, sustainable procurement and supply chain, sustainability strategy, waste management, food and beverage, water management, biodiversity, diversity, equity and inclusion, sustainable mobility, future goals, collaboration and socio-economic impact.

From the circuits that participated in these surveys, we obtained the following results:

- 64% consider environmental and/or social aspects and criteria when acquiring infrastructure.
- 86% have defined a sustainability strategy or action plan related to the MotoGP™ event.
- 64% have provided sustainability education and/or training for their staff.
- 100% of the circuits have waste separation processes or initiatives aimed at fostering the circular economy 100% have initiatives to minimise food waste during MotoGP™ and MotoE™ events.
- 57% have free drinking water stations in the paddock area.
- 57% have implemented wildlife conservation initiatives to improve biodiversity around the circuit.
- 79% offer services for people with reduced mobility.

- 93% have initiatives to promote local economic development and employment.

From the partners, suppliers, teams and services companies that participated in these surveys, we obtained the following results:

- 47% use environmental or social criteria when selecting materials, products and services, as well as when selecting suppliers for trips.
- 39% have implemented initiatives related to sustainability education and awareness through employee training.

Lastly, the stakeholder impact survey also included questions aimed at determining the expectations and most relevant issues for stakeholders in relation to sustainable management.

c) Training: the alignment of Dorna staff with the sustainability goals and the corresponding responsibilities at organisational level is of vital importance. In this regard, employees are provided with recorded training sessions on ESG topics. Additionally, in 2024 Dorna employees involved in the ISO 20121 certification project, from the ESG and Operations Departments, participated in detailed training on sustainable events. The specific topics covered during this training were sustainability applied to event design and production, as well as methodologies and tools for creating sustainable events.

d) Fan survey: in order to assess public perception of MotoGP™, in 2022 we designed a participation survey for fans available on social media, which included questions on the championship's environmental and social performance. The survey was completed by 1,182 people and the findings were as follows:

- 58.30% considered MotoGP™'s environmental performance to be good.
- 16.80% considered MotoGP™'s environmental performance to be excellent.
- 55.20% considered MotoGP™'s social performance to be good.
- 24% considered MotoGP™'s social performance to be excellent.

At Dorna, we are fully committed to sustainability in all our operations, acknowledging the impact that our events have on the environment and local communities. Aware of the importance of integrating sustainable practices into every stage of our processes, we strive to minimise our ecological footprint and promote positive change.

As part of this commitment, we have implemented various awareness-raising initiatives, focusing especially on promoting sustainable mobility among those attending our events. We work hand-in-hand with circuits to organise educational campaigns that encourage the use of greener and more responsible transport. These campaigns offer discounts and benefits to those who choose sustainable transport alternatives, encouraging participants to make more conscious decisions regarding the environmental impact of their trips.

In addition, we seek to ensure that these initiatives not only benefit the environment, but also strengthen the connection between the events and local communities, creating a positive impact on the environment and supporting the sustainable development of the region.

e) Fan awareness: At Dorna we are committed to leading the change towards a more sustainable future, and to achieve this, fan awareness and participation is fundamental. In 2024 initiatives designed to inform, educate and motivate fans to be an active part of this change were implemented. These activities not only seek to transmit knowledge about the sustainable actions of our championships, but also to engage fans in an interactive and entertaining way, fostering a positive long-term impact. Set forth below are three key awareness initiatives implemented during the year:

Interactive quiz on Giant Screens at the Catalunya Grand Prix

During the **Gran Premi Monster Energy de Catalunya** a quiz was conducted using QR codes on the circuit's giant screens. This five-question multiple-choice quiz sought to educate fans about the sustainability measures being implemented. After each answer, additional information about the corresponding initiative was presented on the participant's phone, highlighting, for example, where to find sustainability points on the circuit. In addition, results and rankings were displayed in real time, with the winner gaining exclusive access to the starting grid. For example, one of the questions highlighted specific sustainable actions of the circuit, thereby stimulating attendees' curiosity and facilitating their learning process.

Digital quiz on the "Racing for the Future" website

In order to reach a wider audience and facilitate access to key information on sustainability, an interactive quiz was posted on the **"Racing for the Future"** section of the MotoGP™ website. This quick quiz offers fans the opportunity to register, participate and learn about MotoGP™'s sustainability strategy in an accessible manner. In addition, participation is encouraged with exclusive prizes, motivating fans to commit to the sustainability values promoted by MotoGP™.





Interactive "Racing for the Future" stand at the end of the season

During the season-ending race at the Barcelona circuit an interactive activity was organised to raise awareness among fans about MotoGP™ sustainability initiatives. A stand on the ESG strategy, called Racing for the future, was set up, where information on various different projects such as MotoE™, Two Wheels for Life, the Smoke Free initiative and Fuels for the Future was displayed. Fans could register using a QR code at the entrance to the stand, spin a Ferris wheel and answer a question about MotoGP™ sustainability initiatives on the stand, as well as questions related to the chance to get involved. If they answered correctly, they could win MotoGP™ gadgets or a tour of the paddock, combining learning and entertainment to maximise the impact of the activity.

In 2024 Dorna implemented the use of an online platform with a view to facilitating and streamlining the process of collecting data on greenhouse gas emissions, seeking to achieve an increasingly accurate calculation of the carbon footprint.

In the same vein, during the 2023 season we implemented a series of basic sustainability guidelines for all circuits, promoters, teams and companies participating in MotoGP™ events, which were updated in 2024 with the aim of reducing environmental impact and improving social impact:

- **MotoGP™ Events Sustainability Guidelines:** in this document, targeted at teams and companies, suggestions and guidelines have been included aimed at optimising their environmental, social and economic impact during the season, in accordance with the ISO 20121 standard. These guidelines address topics such as waste management, the circular economy, green energy,

energy efficiency, mobility and logistics, health and safety, social initiatives and emissions reporting, among other key issues. In 2024 the guidelines for the members of the were revised; as regards mobility, a recommendation was included on the use of sustainable means of transport, such as electric scooters, electric bicycles and non-electric bicycles within the paddock.

- **MotoGP™ Promoter Sustainability Guidelines:** this section was included in the Promoter Manual, where guidelines are established for circuits and their promoters for the purpose of encouraging that improvements be made in accordance with ISO 20121. These guidelines address matters such as the collection and donation of surplus food, traffic and sustainable mobility, waste management, energy efficiency and emissions reporting, among other key issues. This document was revised in 2024 to include the new parts that were added to the sustainability section. More specifically, Dorna decided to include suggestions for the circuits on water efficiency, circuit redesign and construction, and biodiversity and green spaces. This addition was made with a view to reducing the environmental impact of the events.

- **Operational Management:** these are the measures that must be carried out to ensure that the management of our events evolves towards greater sustainability. Guidance is provided to implement throughout the entire cycle of events, pre-season, season and post-season, along with quarterly and annual monitoring and reporting. In 2024 the operational management procedure regarding sustainability issues was also revised, with the aim of better adapting to changing contexts and working together with stakeholders to improve the overall sustainability of the events, tracking aspects to be improved and taking examples from best practices.



5.1.2. ENVIRONMENTAL PERFORMANCE IN 2024

Within the framework of our ongoing commitment to sustainability, we calculated our carbon footprint as an organisation, as well as those of the principal championships managed by Dorna, including MotoGP™, WorldSBK, MotoE™ and JuniorGP™. As part of our new Sustainability Strategic Plan *"Racing for the Future"*, we recognise the importance of measuring our carbon footprint as the first fundamental step towards reducing our environmental impact, and the result of this commitment has been an increase in the scope of the footprint. As a result of this effort, in 2024 the emissions related to our own personnel and material during the organisation of WorldSBK events and JuniorGP™ events were included.

Scope 3 emissions are a challenge for companies since these emissions are generated outside the scope of an organisation but are associated with its operations. Accordingly, they represent a significant part of our total carbon footprint. Some of the challenges involved in calculating them are the scarcity and low degree of standardisation of the related information.

Dorna is continuing to improve the calculation of its carbon footprint, perfecting its methodology. This has involved, in some cases, shifting from estimates to precise and complete measurements, as well as obtaining a greater level of detail in this connection. This has enabled us to correct discrepancies and obtain more exact calculations.

In 2024 we remained firmly committed taking specific measures to address these environmental challenges and to continue to make progress in our impact reduction strategy, based on the principles of measuring, reducing and contributing.

This year, we continued to push forward with the following key initiatives launched in 2023:

USE OF SUSTAINABLE FUELS

The objective of Dorna's strategy is to make motorcycle racing a more sustainable industry, as a result of the agreements it has reached in collaboration with the FIM, manufacturers and their fuel suppliers. A series of initiatives have been established to reduce dependence on fossil fuels, which has a positive impact on energy and resource consumption, as well as on mitigating climate change.

By 2024 all fuels used in the various MotoGP™ classes have contained at least 40% non-fossil components, with the goal of reaching 100% by 2027, a transition that has been approved by the Grand Prix Commission. Similarly, the Superbike Commission decided to implement sustainable fuels in the classes of WorldSBK™ and WorldSSP™ in the 2024 season, with a minimum requirement of 40% non-fossil fuel, complying with the specifications adopted by MotoGP™.

With team spirit as a guide, each manufacturer in the championship will work closely with their fuel suppliers to move towards the goals set, using MotoGP™ as an ideal platform for the testing and development of these innovative products.

At Dorna, we support the development of innovative technologies that generate a positive impact globally in the fight against climate change. These new fuels, designed to offer the same performance as

current fuels but without the negative environmental effects, will be able to be used in standard combustion engines. In addition, as they are no longer under the exclusive ownership of a single entity, they will be more widely accessible to the general public. As proof of our success as a test platform for sustainability, we have renewed our contract with Petronas, which will continue to be our exclusive fuel supplier for the Moto2™ and Moto3™ classes. Together, we are working towards meeting the established sustainable fuel requirements, thus reaffirming our leadership at the forefront of innovation and progress towards a more sustainable future.

Other initiatives regarding the use of sustainable fuels involve different players from the MotoGP™ world. In terms of mobility, we have made important changes to our fleet of vehicles, some examples being the BMW safety vehicles, low-emission models (electric/hybrid), as well as the mobility vehicles used by our guests and employees in the paddock. Another initiative is the use of electric motorcycles for mobility within the paddock through the use of removable batteries and charging points on the circuits.

EFFICIENT LOGISTICS

In the 2024 season, transport on Boeing 777-F aircraft had already been fully implemented, which is a key solution to overcoming logistical challenges thanks to its long range with reduced fuel consumption. To maximise the efficiency of these aircraft, it was necessary to adapt the design of the cargo transport boxes. The adaptation project focused

on standardising the equipment boxes to the new space provided by the Boeing 777-F, achieving a volume utilisation rate of close to 98%. This initiative, implemented during the 2023 season, not only facilitated a gradual transition from the 4xBoeing 747 configuration to the new generation twin-engine fleet.

Additionally, strategies were adopted to maximise the use of cargo space, such as efficiently placing all boxes on air cargo pallets and using all the available space. This operation has resulted in a drastic reduction in working time.

ELECTRIC MOTORCYCLES

The FIM MotoE™ World Championship is established as a ground-breaking series, having gained World Championship status since its inception in 2019 as a Cup and now racing with Ducati as sole official manufacturer.

MotoE™ is a cutting-edge testing ground, where the most advanced technologies in electric mobility undergo rigorous testing on the track before reaching millions of consumers around the world. This approach not only drives progress within the motorcycle industry, but also contributes significantly to global efforts to combat climate change and promote sustainability.

Over the years, MotoE™ has been a shining light within electric mobility, thanks to the continuous commitment of our partners and associates. This World Championship has established itself as the spearhead of technological innovation in electric motorcycles, among other reasons, due to the Dorna business partners that are participating in it. The following should be highlighted in this regard:

- Enel, as the Official Smart Charging Partner of the MotoE™ World Championship in 2024, has developed innovative solutions for the fast charging of electric motorcycles, paving the way to a more efficient and accessible electric mobility future.
- In 2024 the MotoE™ paddock ran on 100% renewable energy.
- Michelin, the official tyre supplier, increased the use of sustainable materials in tyres, thus demonstrating its commitment. MotoE™ tyre production uses a wide variety of bio-based and recycled materials, placing a spotlight on the importance of the circular economy and the responsible use of natural resources.

This pioneering approach not only drives the motorcycle industry forward towards a more sustainable future, but also acts as a catalyst to inspire other industries to adopt innovative and responsible practices in tackling global environmental challenges. By positioning itself at the forefront of sustainable innovation, MotoE™ underlines the transformative power of strategic collaboration and a shared vision geared towards a cleaner, safer and more sustainable environment for all.

MotoE™ not only demonstrates the feasibility and effectiveness of electric mobility technologies in a high performance context, but also lays the foundation for the transfer of these innovations to the mass market, facilitating their large-scale application. This leadership not only strengthens the competitiveness of the industry, but also contributes





to a faster transition towards transport solutions that reduce their environmental impact, setting a benchmark for sustainable technological development and global cooperation for a more resilient and ecological future.

REMOTE PRODUCTION

Remote production is an effective approach to creating live audiovisual content, using advanced communication systems. This model seeks to reduce production costs and the environmental impact associated with transporting personnel and equipment to live events.

Compared to 2023, a total of almost 1,527 tCO₂e were avoided. This value is 15% lower than in 2023 due to fewer employees on average travelling to events (89 vs. 92) and, in particular, lower average emissions per employee (0.9 vs. 1.0 tCO₂e).

The breakdown of avoided emissions is as follows:

MotoGP™ event	No. of employees who did not travel		Average tCO ₂ e per employee		tCO ₂ e avoided at each event	
	2023	2024	2023	2024	2023	2024
Losail	87	90	1.4	1.2	120.4	105.3
Mandalika	90	85	2.3	1.9	209.9	160.5
Termas de Río Hondo	94	-	2.6	-	246.0	-
The Americas	86	98	1.9	2.2	166.0	210.7
Algarve International Circuit	101	96	0.4	0.5	43.7	48.7
Jerez	96	84	0.2	0.4	18.6	34.3
Le Mans	90	95	0.5	0.4	45.7	38.8
Mugello	89	85	0.4	0.7	32.6	62.2
Catalunya Circuit	84	90	0.1	0.3	11.3	31.1
Catalunya Circuit - Solidarity	-	75	-	0.5	-	40.0
Sachsenring	95	90	0.6	0.7	59.5	61.4
Assen	96	92	0.4	0.7	39.3	65.0
Silverstone	95	90	0.6	0.6	53.5	55.6
Red Bull Ring	99	90	0.6	0.6	59.9	51.9
Misano Marco Simoncelli	94	92	0.3	0.5	32.5	41.8
Emilia Romagna	-	90	-	0.5	-	41.8
Motorland Aragón	-	87	-	0.4	-	34.2
Buddh International Circuit	99	-	1.7	-	168.4	-
Motegi	91	86	1.2	1.2	112.5	101.1
Buriram	93	88	2.3	1.7	212.3	153.1
Phillip Island	88	86	1.2	1.4	102.4	121.4
Sepang	80	90	0.9	1.1	75.2	100.2
Ricardo Tormo	91	-	0.2	-	16.6	-
Average number of employees who did not travel over the season	92	89	Total tCO₂e avoided over the season		1,826.3	1,528

Remote production has been established as a successful and constantly expanding model within our organisation. In addition to its contribution to sustainability, it has significantly improved the quality of life of our employees by allowing them to balance their work and personal responsibilities more naturally. This project was initiated in 2015 with the aim of reducing costs, facilitating work-life balance, and reducing carbon emissions associated with the transportation of personnel and materials globally.



FIM ENVIRONMENTAL CODE AND GOOD ENVIRONMENTAL PRACTICES AT CIRCUITS



Dorna is part of Ride Green, the environmental code of the International Motorcycling Federation, which is a fundamental tool for both affiliated national federations and FIM event organisers. It establishes rules and recommendations that seek to improve motorcycle racing's relationship with the environment and promote the holding of sustainable events. In line with these guidelines, we have incorporated best practices into the manuals of the circuits hosting our events, such as the elimination of printing in the press areas of MotoGP™ circuits.

Our commitment to responsible environmental practices extends to our active participation in the KiSS ("Keep It Shiny and Sustainable") Programme events organised by the circuits in coordination with the FIM. The main objective of this Programme is to encourage the circuits to organise sustainable events, by expanding and framing the environmental actions already in place and introducing innovative activities.

Motorcycle racing is used as a tool to raise environmental awareness across the motorcycling community and enhance the social impact of events involving this sport. Since its first edition at the Mugello MotoGP™ Grand Prix in 2013, the KiSS Programme has established itself as a platform for implementing specific actions that improve the environment and benefit the community. These actions range from waste collection and recycling to social programmes and collaboration in the collection of surplus food.

Celebrating its tenth anniversary in the 2023 season, the KiSS Programme continues to grow and strengthen globally, driven by Dorna's vision and commitment. In the 2024 season, four MotoGP™ Grands Prix were also designated as KiSS events, reinforcing our leadership in promoting sustainable practices in the world of motorcycle racing.



Mugello Circuit 2024

Since 2013 KiSS Mugello has been the Italian Grand Prix's sustainability and environmental programme. The aim of this initiative is to raise awareness of the importance of sustainability both at major sporting events and in everyday life, while it also reduces the impact of the events at the circuit.

During this tenth edition, the values on the track were sustainable innovation, technology, passion and entertainment, while the commitment focused on avoiding food waste, promoting sustainable mobility, encouraging the recycling of materials and the circular economy, combating litter, protecting natural resources, promoting positive local impact, accessibility and inclusion of people with disabilities and supporting local non-profit organisations through the following initiatives:

- A separate waste collection and recycling area was established on the track, together with a recycling zone in the paddock.
- Used cooking oil was also collected from kitchens and hospitality facilities. In particular, during the 2024 edition of KiSS Mugello, 80 kg of used cooking oil was collected, which can be used to produce lubricants, biodiesel, surfactants and soap.
- The KiSS Mugello team distributed a waste collection and sorting guide to the teams and hospitality facilities throughout the paddock area.
- Two fully electric vehicles from the social cooperative L'Orologio were provided for waste collection in the paddock area.
- In collaboration with COREPLA (the Italian National Consortium for the Collection, Recycling and Recovery of Plastic Packaging), the following initiatives were implemented:
 - Installation of an incentivising eco-compactor at the KiSS Mugello information point.
 - Installation of specific containers for the collection of PET bottles at points such as the circuit restaurant, the DORNA VIP Village and the hospitality areas.

- Presence of Green Rangers, who collected PET bottles in the spectator area.

- Free drinking water was offered to spectators, with over 120 fountains within the circuit which were compliant with the FIM Environmental Code.
- A "memory game" was organised with cards depicting some of the most distinctive fauna and flora species in the valley. At the end of the game, KiSS Mugello promotional materials were handed out to participants. The objective was to raise awareness of local diversity. In addition, a panel at the information point illustrated the various different species using images and brief descriptions.
- In May 2024 the Mugello Circuit, at the Curva San Donato, set up a dedicated area where five beehives were installed. People were urged to adopt one or more beehives in order to foster the preservation of bees. On Thursday 30 May the Mugello Circuit and Dorna organised an activity with certain riders to promote the beehive adoption initiative, thus raising awareness regarding the protection of biodiversity.
- Numerous activities were organised, such as the Solidarity Pit Lane Walk, dedicated to people with disabilities. During the 2024 edition, six non-profit associations participated in this initiative: Villaggio San Francesco, Arca Cooperativa Sociale, Associazione Pianeta Elisa, Il Calcio Inclusivo, Indaco e Baskin Inclusivo.
- As in past years, surplus food was collected in collaboration with Associazione Banco Alimentare Toscana, Fondazione Banco Alimentare. Aluminium containers provided by Cuki Cofresco were used to collect the food, which was then sent for recycling. The efforts to reduce food waste involved the teams in the paddock, the MotoGP VIP Village and the hospitality areas on the Mugello Circuit. The food collected was donated to local organisations that cooperate with Banco Alimentare Toscana and help people in need in the area. During the 2024 edition, a total of 5,000 meals were collected and donated to Villaggio San Francesco, a nursing home near the circuit.

Circuit de Barcelona – Catalunya 2024

The Circuit de Barcelona – Catalunya once again distinguished itself for its commitment to sustainability by promoting an eco-friendly culture through various initiatives focused on sustainable mobility and reducing environmental impact. The measures implemented included:

- A food collection was organised on Sunday afternoon, after the race had finished.
- The use of km0 food was promoted in all hospitality areas, prioritising local and sustainable ingredients.
- Free drinking water was offered in public areas and in the paddock. In addition, the toilets in the public area had six water taps to facilitate the refilling of bottles, thus reducing plastic waste and improving fan experience.
- Two Sustainability Meeting Points were set up, designed to raise awareness about environmental protection and to disseminate the sustainable actions carried out by the Circuit.
- In its commitment to ensure energy self-sufficiency, the Circuit installed 1,239 solar panels, covering 2,710 m² and generating 0.88 GWh annually. Most of these panels were located on the top of the Main Grandstand. In addition, a canopy was installed with solar panels capable of generating the energy needed to charge up to six electric vehicles.
- The use of electric vehicles was promoted by installing 14 charging points, 6 of which are located in the paddock. These points were available for vehicles of suppliers, Circuit staff, promoters and team members.
- A special public transport programme was implemented during the Grand Prix weekend, facilitating access to the Circuit in a comfortable and sustainable way. The use of public transport, carpooling and electric vehicles was encouraged, in addition to facilitating a bus service from Montmeló station to the Circuit, thereby optimising sustainable mobility.
- Reusable cups were distributed at catering points in order to reduce waste generation, with the profits being allocated to forest conservation initiatives.
- The circular economy was promoted through the reuse and recycling of tyres used during the races.
- An educational campaign was carried out in the Cráter Forest to teach people about sustainable forest management practices to raise awareness regarding environmental protection.
- Recycling bins were installed in all common areas, facilitating the separation and proper management of waste generated during the event.





Misano Circuit 2024

KiSS Misano is the sustainability programme of the San Marino and Rimini Riviera Grand Prix, held at the Misano World Circuit Marco Simoncelli. This initiative involved everyone: teams, drivers, spectators, fans, sponsors, companies, professionals, the community at large and non-profit organisations.

Under the motto *"La Terra dei Piloti"*, efforts were pooled to promote environmental protection and social responsibility through the following initiatives:

- **Paddock Activities** were carried out to improve both the quantity and quality of waste sorting during the Grand Prix. Recyclable waste collected separately started to be recycled. In particular, recycling areas were set up within the paddock and waste sorting guides were digitally distributed in the catering and hospitality areas.
- A European **"Every Can Counts"** campaign was organised in collaboration with CIAL (*Consorzio Imballaggi Alluminio*), designed to stimulate the collection and recycling of aluminium beverage cans in "on-the-go" and "away-from-home" environments.
- Activities were carried out to raise awareness among spectators about the circular economy and the importance of waste selection for material recycling. In particular, a KiSS Misano information point was set up to engage fans, spectators and operators through the following activities:
 - Call to action for PET bottle recycling.
 - Game: The biodiversity of the Adriatic Coast. This activity consists

of engaging passers-by in a memory game with cards depicting some of the most characteristic aquatic species of the "Riviera Adriatica". In addition, a panel was displayed illustrating the various different species with photos and brief descriptions, courtesy of CNR-IRBIM. The purpose of this initiative was to raise awareness about the variety of local biodiversity.

- In collaboration with COREPLA (the Italian National Consortium for the Collection, Recycling and Recovery of Plastic Packaging), the following initiatives were implemented:
 - Installation of an incentivising eco-compactor at the KiSS Misano information point.
 - Installation of specific containers for the collection of PET bottles at points such as the circuit restaurant, the VIP Village and the hospitality areas.
 - Presence of Green Rangers, who collected PET bottles in the spectator area.
- An eco-compactor was placed to collect empty aluminium cans near the grandstand.
- The sustainable mobility plan for the arrival and departure of spectators was one of the highlights of the Misano World Circuit, starting with the "What ticket do you have? I'll tell you which way to go" programme, which included specific routes depending on the type of ticket purchased. In addition, the KiSS Misano and Misano World Circuit social channels promoted more sustainable

options for spectators to reach the circuit, such as mass transit, public transport, car-sharing and bike sharing.

- For 2024, MWC has entered into a partnership agreement with Busforfun, a fledgling mobility company that provides travel sustainably, safely and economically across Europe. Thanks to this "bus-pooling" initiative, fans can easily reach the circuit from major cities and points of interest, helping to reduce the environmental impact of the event and road congestion in the area.
- Thanks to the collaboration with Red Bull and Trenitalia Tper, the tour operator Zest organised, as part of a tourist package, a train ride on the Red Bull MotoGP™ Express; a special train entirely themed on MotoGP. An exclusive event that combines the adrenaline of racing with a unique and immersive journey. The train left on Friday 6 September from Milano Centrale bound for Rimini.
- A walk through the pit lane dedicated to people with disabilities was organised exclusively for some local non-profit organisations whose members were able to walk through the pit lane and visit the teams' boxes together with their guests.
- The surplus food was collected in collaboration with the Comunità Papa Giovanni XXIII de Rimini (Pope John XXIII Community) association, a non-profit organisation founded more than 30 years ago by Oreste Benzi. The surplus food was donated to the charitable institutions managed by the Comunità Papa Giovanni XXIII that help people and families in need in the area.
- The Comunità Papa Giovanni XXIII organised a reception and assistance service for people with disabilities. In addition, visitors with disabilities of 74% or more were allowed free access to the event.

Motegi Circuit 2024

KiSS Motegi reflected the circuit's commitment to global environmental and social challenges through the development of a sustainable mobility culture, the promotion of motorsport and the creation of development opportunities, thereby contributing to a more sustainable future. The measures implemented included:

- The target of achieving carbon neutrality by 2030 was set.
- Renewable energy, such as hydroelectric and solar power, was used to run the events. During the MotoGP™ Grand Prix, 98% of the energy consumed came from renewable sources.
- Recycling was promoted through proper waste sorting and reduced use of plastics.

- The consumption of local food products was encouraged and collaboration agreements were established with companies in the region for food donations. Thanks to this initiative, approximately 1,600 kg of food were donated to the Motegi Social Welfare Council.
- The use of paper was reduced by digitising tickets. 63% of tickets were electronic, which led to an estimated reduction of 45,000 sheets of paper.
- Activities were carried out to raise awareness of sustainability, including guided tours for children, where they were shown MotoGP™'s efforts to reduce its environmental impact.
- Tree planting sessions were organised with the participation of riders from various different world championship classes, reinforcing the circuit's commitment to reforestation and sustainability.



5.1.3. ENERGY

With the backing of our energy efficiency adviser, Endesa Energía, we carry out a continuous and meticulous analysis of our energy consumption needs. This analysis includes a monthly assessment of current contracts, which permits us to adjust each year the power contracted based on the results obtained and the consumption growth projections. We thereby we guarantee that our facilities have the optimum energy capacity to efficiently support our operations.

At Dorna, we are committed to promoting energy efficiency at all our facilities, including warehouses and offices. We are firmly committed to constantly identifying and implementing initiatives that contribute to reducing our environmental footprint and improving our sustainability, aligning ourselves with the most stringent corporate and environmental responsibility standards. This comprehensive approach reinforces our mission to operate responsibly and lead by example within the industry.

In this context, in 2023 we began work on the installation of solar PV panels in Nave 1 in Sant Just and approved the expansion of this facility to meet part of the energy needs of our offices and warehouses in Barcelona. The installation of these panels was completed in 2024, allowing us to shift towards a more sustainable and efficient energy model, contributing to the reduction of CO₂ emissions into the atmosphere.

At our Barcelona offices, where most of our employees are located and which account for a large part of our energy consumption, we implemented various energy efficiency initiatives:

- Continuing with the installation of solar panels, in 2024 we expanded the installation with 78 additional panels in Warehouse 1, giving us a total of 198 panels with a maximum output of 100 kW. In addition, 197 solar PV panels were installed in Warehouse 2, with a maximum nominal output of 89 kW.
- The asbestos roof of Warehouse 2 in Sant Just Desvern has been replaced with aluminium panels with thermal insulation, improving its energy efficiency.
- We reached an agreement with Endesa for the management of the power generated under a shared self-consumption arrangement, thus guaranteeing the maximum efficiency of our solar PV facilities.
- We are implementing a shared self-consumption system between Universal Supply Point Code numbers of the same consumer in a radius of less than two km, for which we are currently seeking the requisite licences.

These actions reflect our ongoing commitment to sustainability and environmental responsibility, positioning us as leaders in the promotion of responsible energy practices.

Energy consumption

		2023					
		Spain		Italy		Total quantity	
	Fuel	Quantity	Units	Quantity	Units	Quantity	Units
Vehicles	Diesel	14,177	l	-	l	14,177	l
	Petrol	993	l	-	l	993	l
	Ethanol	-	-	-	-	-	-
	Biodiesel	-	-	-	-	-	-
	LNG	-	-	-	-	-	-
	CNG	-	-	-	-	-	-
	LPG	-	-	-	-	-	-
	Other	394	l	-	l	394	l
Fixed combustion appliances	Natural gas	-	m ³	1,041	m ³	1,041	m ³
	Heating oil	-	-	-	-	-	-
	Red diesel	-	-	-	-	-	-
	Butane	-	-	-	-	-	-
	Propane	-	-	-	-	-	-
	Fuel oil	-	-	-	-	-	-
	LPG	-	-	-	-	-	-
	Coal	-	-	-	-	-	-
	Other	-	-	-	-	-	-
Electricity		962,449	kWh	15,029	kWh	977,478	kWh

		2024					
		Spain		Italy		Total quantity	
	Fuel	Quantity	Units	Quantity	Units	Quantity	Units
Vehicles	Diesel	15,507	l	-	-	15,507	l
	Petrol	1,502	l	-	-	1,502	l
	Ethanol	-	-	-	-	-	-
	Biodiesel	-	-	-	-	-	-
	LNG	-	-	-	-	-	-
	CNG	-	-	-	-	-	-
	LPG	-	-	-	-	-	-
	Other	303	l	-	-	303	l
Fixed combustion appliances	Natural gas	-	-	1,041	m ³	1,041	m ³
	Heating oil	-	-	-	-	-	-
	Red diesel	-	-	-	-	-	-
	Butane	-	-	-	-	-	-
	Propane	-	-	-	-	-	-
	Fuel oil	-	-	-	-	-	-
	LPG	-	-	-	-	-	-
	Coal	-	-	-	-	-	-
	Other	-	-	-	-	-	-
Electricity		937,840	kWh	15,664	kWh	953,505	kWh

As indicated by the tables, energy consumption in offices in Spain decreased from 962,449 kWh in 2023 to 937,840 kWh in 2024, while a small increase was observed in Italy. Globally, total consumption was reduced from 977,478 kWh in 2023 to 953,505 kWh in 2024. These results reflect our commitment

and continuous effort to improve energy efficiency and reduce our environmental impact. Furthermore, the installation of solar panels between 2022 and 2023 highlights Dorna's commitment to reducing emissions associated with electricity consumption.



5.1.4. CLIMATE CHANGE

Evolution of the carbon footprint strategy

Since 2021 Dorna has been working on developing our future corporate carbon strategy, achieving a key milestone by carrying out the first calculation of our organisational carbon footprint. This calculation was essential to being able to begin managing the Group's impact on climate change and defining our environmental responsibilities. The organisational carbon footprint includes all emissions related to our permanent work sites, which comprise two offices and a warehouse in Spain, as well as an office and warehouse in Italy, where mainly administrative tasks are carried out.

In 2022 and 2023 we strengthened our commitment to measuring our emissions pursuant to the ISO 14064 methodology, adopting a more precise approach to reporting greenhouse gas emissions. In this process, we expanded the scope 3 categories to include indirect emissions generated throughout our value chain, which are considered significant on the basis of the criteria established by Dorna.

Methodological change in 2024

In 2024 we made a significant methodological change to the way in which we calculate our organisational carbon footprint that significantly affects the total emissions for the year. Until 2023, the transport and travel data included in this measurement were limited to parcel delivery and business travel not related to the organisation of the Grands Prix.

Dorna organisation carbon footprint

Set forth below are the specific emissions data broken down by scope (Scopes 1, 2 and 3), with a comparison with the previous year and an analysis of the main factors that have affected the changes therein.

Dorna organisation carbon footprint 2023 (ISO 14064 methodology)				
	Spain (tCO ₂ e)	Italy (tCO ₂ e)	Total (tCO ₂ e)	% proportion of total
Scope 1	42	2	44	1.15%
Refrigerant gases	0	0	0	0%
Natural gas	0	2	2	0.05%
Company-owned fleet	42	0	42	1.09%
Scope 2	177	4	182	4.74%
Electricity	177	4	182	4.73%
Scope 3	3,568	43	3,611	94.11%
Movement of employees	303	11	314	8.19%
Business travel ⁵	239	5	244	6.35%
Waste	1	1	2	0.05%
Acquisition of goods and services (water)	0	0	1	0.01%
Capital goods	542	8	550	14.34%
Other services ⁶	2,483	18	2,501	65.17%
TOTAL	3,787	49	3,837	100%

⁵Unlike in 2024, in 2023, the emissions related to transporting people from the organization to events, as well as the associated accommodation, were excluded from this table and included in the carbon footprint of the events themselves.

⁶Unlike in 2024, in 2023, the emissions related to transporting people from the organization to events, as well as the associated accommodation, were excluded from this table and included in the carbon footprint of the events themselves.

Dorna organisation carbon footprint 2024 (ISO 14064 methodology)				
	Spain (tCO ₂ e)	Italy (tCO ₂ e)	Total (tCO ₂ e)	% proportion of total
Scope 1	47	2	49	0.3%
Refrigerant gases	0	0	0	0.0%
Natural gas	0	2	2	0.0%
Company-owned fleet	47	0	47	0.3%
Scope 2	222	4	226	1.2%
Electricity	222	4	226	1.2%
Scope 3	3,359	23	18,110	98.5%
Movement of employees	340	10	350	1.9%
Business travel	322	4	326	1.8%
Transport of materials pertaining to WorldSBK™ events	-	-	131	0.7%
Transport of materials pertaining to MotoGP™ events	-	-	7,826	42.6%
Transport of materials pertaining to MotoE™ events	-	-	25	0.1%
Transport of people relating to WorldSBK™ events ⁷	-	-	295	1.6%
Transport of people relating to MotoGP™ events	-	-	3,505	19.1%
Transport of people relating to MotoE™ events	-	-	56	0.3%
Transport of people relating to JuniorGP™ events	-	-	71	0.4%
Waste	1	1	2	0.0%
Purchased goods and services (water, indirect emissions from materials and gas and fuel consumed) ⁸	48	2	50	0.3%
Accommodation for WorldSBK™ events	-	-	232	1.3%
Accommodation for MotoGP™ events	-	-	2,160	11.7%
Accommodation for MotoE™ events	-	-	76	0.4%
Accommodation for JuniorGP™ events	-	-	71	0.4%
Capital goods	305	2	307	1.7%
Other services	2,343	4	2,347	14.3%
Other events ⁹	-	-	280	1.5%
TOTAL	3,628	29	18,385	100%

⁷Emissions generated by accommodation are excluded from the category "transport of people-events" because they are not directly generated by the transportation phase. This applies to all championships.

⁸Unlike in 2023, when this category included only emissions from water, in 2024 it has been expanded to incorporate additional Scope 3 emissions. These now include indirect emissions from purchased goods, fuels, natural gas, and electricity. This enhancement reflects our ongoing efforts to improve the methodology and achieve a more comprehensive assessment of our environmental impact.

⁹Unlike in 2023, this category has been added to the calculation of Scope 3 emissions. This category includes indirect emissions resulting from the use of other services related to events. This expansion is part of our ongoing effort to improve the methodology and achieve a more comprehensive assessment of Scope 3 emissions.



Scope 1 emissions include emission sources under our operational control and represent 0.3% of total greenhouse gas (GHG) emissions. The Company-owned fleet is the primary contributor to these emissions.

The **scope 2** emissions relate to electricity consumption. Although there was a drop in electricity consumption in 2024 (see Energy consumption tables), the emission factor of the electricity mix in Spain was updated, resulting in a significant increase in emissions with respect to 2023. The installation of solar PV panels in the offices and warehouses in Barcelona, and in the warehouses in Madrid, in 2023, represents a key step towards more sustainable electricity consumption, partially mitigating this impact.

Lastly, **scope 3** emissions, which are those emission sources not controlled by the organization, are the main contributor to the carbon footprint, accounting for 98.5% of total GHG emissions. The most significant element within this scope is the transportation of goods for MotoGP™, representing 42.6% of the total emissions.

As mentioned above, it is important to highlight that in 2024, we have expanded the scope of our scope 3 measurements to include new categories, such as indirect emissions from the use of purchased goods and services, as well as other event-related services. This methodological adjustment will allow us to make more

accurate estimates and provide a more comprehensive view of our organizational carbon footprint.

It is important to highlight the difference in the transportation impact across the various championships. MotoE™, with 8 races held exclusively in Europe, relies solely on road transport for short distances, significantly reducing its carbon footprint. In contrast, MotoGP™, with 20 races held in 2024, 8 of which were outside Europe, requires both sea and air transport, which contributes considerably to emissions. WorldSBK™, with 12 races and only 1 outside Europe, uses only sea transport for the race outside Europe, unlike MotoGP™, which also uses air transport (the most relevant in terms of emissions).

An analysis of the data by country shows that Spain contributes almost 99% of the organisation's GHG emissions, since most of the staff and activity are concentrated in Spain. As part of the monitoring indicators, the carbon footprint per employee was calculated, which stands at 6 tCO₂e/employee.

This detailed analysis of scope 3 emissions is essential for identifying the main areas of impact and guiding us towards more effective reduction strategies. Additionally, it allows us to take more accurate responsibility for our environmental footprint, reflecting efforts to continuously improve the calculation methodology.

Quantity of refrigerant gas consumed

	2023			2024		
	Spain	Italy	Total refill (kg)	Spain	Italy	Total refill (kg)
	Refill (kg)	Refill (kg)		Refill (kg)	Refill (kg)	
R-32	0	0	0	0	0	0

Event/Championship carbon footprint

Beyond our scope 3, it is important to note that other participants in the value chain also contribute to the environmental impacts of our championships. Therefore, the duties relating to the prevention and management of those impacts do not fall exclusively in our lap. For example, teams are responsible for the use of energy by their vehicles, and spectators are responsible for their decisions as to how to get to the event and manage their waste. In addition, promoters, sponsors, maintenance technicians and even the media all play roles in the organisation of the event, and their actions have environmental repercussions that only they can manage.

Dorna is committed to reducing the overall carbon footprint of the championship, providing members with the Sustainability Guidelines and Sustainability section in the Promoters' Handbook to encourage measures such as:

- Electric mobility within the paddock area.
- Introduction of HVO for transport and temporary power generation.
- Sustainable event management (role of the circuit and the FIM Environmental Code relating to climate action, encouraging sustainable mobility for spectators, optimising event waste management and adoption of renewable energy).

To assess the environmental impact of our events, we measure the carbon footprint of both the MotoGP™ World Championship and the MotoE™ World Championship. This calculation takes into account various sources of emissions related to the organisation of the events, from the transport of materials and the movement of people to energy consumption and accommodation, in order to identify key areas in which we can reduce our footprint and improve sustainability. Set forth below are the carbon footprint results for each championship.

MotoGP™



To assess the environmental impact of MotoGP™, it is essential to calculate its carbon footprint and, based on that assessment, develop and implement a plan to reduce CO2 emissions. After measuring the carbon footprint of the Portuguese Grand Prix in 2021, we extended this analysis to the entire MotoGP™ championship from 2022, following the guidelines of the ISO 14067 standard, which focuses on greenhouse gases, the carbon footprint of products and the requirements for quantification. To ensure an accurate measurement, the following players were considered: Dorna, the circuits, the teams and the service companies.

In 2023 we expanded the scope of our carbon footprint calculation, aiming to cover more data related to our events. To facilitate this process, we developed and launched a customised platform that allows everyone involved in the events to collaborate in data collection tasks. In 2024 we further enhanced this platform, incorporating the option of directly calculating the related carbon footprint.

For the calculation of the carbon footprint, the MotoGP™, Moto2™, Moto3™ and other classes were taken into account, as well as MotoE™ and other additional classes when these were present at events. The emission sources identified include:

- **Transportation of materials:** delivery of all the items required to stage the event.
- **Electricity consumption:** energy supplied by the local network for the operation of the circuit.
- **Temporary electricity generators:** use of portable electricity generators to ensure the supply of electricity during the event.
- **Competing motorcycles:** direct emissions produced by racing bikes from testing to the main race.



- **Transport of spectators and staff:** includes both long-distance travel (such as by plane or train) and local travel by spectators and staff.
- **Accommodation:** impact associated with the accommodation of people and related activities, including teams, companies, Dorna staff and independent workers.

In 2024 the total carbon footprint of MotoGP™ totalled 123,645 tonnes of CO₂ equivalent. This increase with respect to 2023 was due mainly to improvements in the calculation rules that addressed the lack of primary data. For this year's calculation, average circuit data was allocated for the parties that did not provide their data, whereas in previous years such contributions were not taken into account. This new methodology affected particularly the results related to accommodation, which includes the meals and travel of spectators during the event.

Although the carbon footprint results for 2024 are higher, the current data are significantly more accurate, as a result of the efforts made to improve our measurement tools. This sets a solid foundation for future assessments.

For Dorna, the carbon footprint associated with MotoGP™ in 2024 remained in line with the previous year, recording a slight increase to 13,728 tons of CO₂ equivalent compared to 11,844 tons the year

before. This underscores Dorna's consistency in event management and data collection.

Set forth below is the breakdown of MotoGP™'s carbon emissions, by both player and emission source.

By player:

Results by player	%tCO ₂ e	
	2023	2024
Teams	40%	27%
Services companies	35%	42%
Circuits	13%	19%
Dorna	12%	11%
TOTAL	100%	100%

Compared to 2023, most impacts now come from supplier companies' activities, resulting from their greater involvement in data collection. As anticipated, the contribution of the circuit grew with respect to 2023, while Dorna's contribution fell slightly from 12% to 11%.



By emission source:

Results by emission source	tCO ₂ e		%CO ₂ e	
	2023 ¹⁰	2024	2023	2024
Transportation of materials	28,522	28,717	29%	23%
Air transport	17,066	18,845	17%	15%
Road transport	11,258	9,544	12%	8%
Sea transport	186	328	0%	0%
Train transport	2	0	0%	0%
Waste management	2,483	828	3%	1%
Event operations	5,174	9,985	5%	8%
Electricity	749	1,804	1%	1%
Generators	2,351	6,218	2%	5%
Competing motorbikes	560	556	1%	0%
Other event operations	1,234	1,407	1%	1%
Transportation of spectators	2,591	7,059	3%	6%
Installation of the event	-	-	-	-
Accommodation	29,182	40,578	30%	33%
Transportation of employees	28,419	36,115	29%	29%
Consumables (tyres)	555	363	1%	0%
TOTAL	97,664	123,645	100%	100%

¹⁰The values for 2023 reported in this report differ from those indicated in the previous year. This is due to estimates made in the calculation of the previous year's data because it was impossible to collect this information before the report's publication. Once the real data was obtained, a recalculation was performed.

As can be seen in the foregoing table, the main sources of carbon emissions in MotoGP™ are staff mobility, event logistics and event accommodation. Accommodation is responsible for a large part of the impact this year, especially as it includes the provision of food for both employees and spectators. Employee transport at events is one of our main concerns in terms of sustainability, closely followed by operational logistics, which, controlled by the various entities involved in the event, is highly dependent on the use of air transport.

The most notable differences with respect to the previous year are in electricity consumption, power generators, accommodation and employee transport. These variations are due mainly to the new calculation rules implemented in the web tool for circuit data. This

tool now assigns average data to circuits that do not provide primary information, meaning that, unlike in 2023, contributions from all circuits are now included in the overall results, at least approximately. The life cycle stages that experienced the most significant variances were those in which the circuits were involved.

Aware of the challenges we face, we are constantly seeking innovative solutions that will allow us to address the significant problems in a more efficient and sustainable manner. Through the implementation of practices such as remote production and the adoption of the Logistic Freight ID programme, we seek to improve our logistics planning in order to reduce both our carbon footprint and other environmental impacts.



MotoE™

In a similar way to MotoGP™, the MotoE™ World Championship also generates an environmental impact that must be monitored and managed. By measuring its carbon footprint, we seek to improve the sustainability of MotoE™-related operations, from transport and electricity consumption to the impact generated by accommodation and travel of the people involved.

As in previous years, the carbon footprint of MotoE™ was also calculated, the result being 2,200 tCO₂e. This result is fully comparable to the 2023 value (2,044 tCO₂e). The slight increase was due mainly to the contributions of the circuits, as explained above in the case of MotoGP™. Considering both MotoGP™ and MotoE™, the latter represents around 2% of the championship's total carbon footprint.

The detail by player and by emission source is as follows:

By player:

Results by player	%tCO₂e	
	2023	2024
Circuits	7%	59%
Services companies	68%	18%
Teams	21%	14%
Dorna	4%	8%
TOTAL	100%	100%

The figures show a different distribution with respect to the 2023 results. This is due mainly to a more precise data collection process for the circuits, which are the largest contributors, especially when it comes to accommodation. In addition, last year, both teams and companies provided data that turned out not to be completely correct. This year, those issues were resolved, thus reducing their relative importance. Dorna's contribution increased with respect to 2023, due mainly to accommodation and a better allocation of transport made by the data collection tool.

By emission source:

Results by emission source	%CO₂e	
	2023¹¹	2024
Transportation of materials	51%	10%
Road transport	51%	10%
Air transport	0%	0%
Sea transport	0%	0%
Waste management	8%	4%
Event operations	2%	7%
Electricity	0%	2%
Generators	1%	4%
Competing motorbikes	0%	0%
Other event operations	1%	1%
Transportation	0%	20%
Installation of the event	0%	0%
Accommodation	21%	42%
Transportation	16%	15%
Consumables	2%	2%
TOTAL	100%	100%

In 2024 the main source of emissions was associated with accommodation, which includes meals for employees and their stays at the event, as well as meals for spectators. Transport derived from both spectators and employees represents another significant source of emissions, followed by team transport.

Unlike MotoGP™, for MotoE™ transportation by truck is responsible for all freight transport emissions, as air transport is not used. It should be highlighted that the MotoE™ paddock is 100% powered by renewable electricity, which significantly reduces its environmental impact. Also, the emissions reported as a result of the operation of the event come from other circuit operations or from Dorna, which should be partially assigned to MotoE™. These include:

- Generic circuit services and operations for workers and spectators.
- Diesel generators used to back up the circuit's energy consumption.
- Diesel generators used by Dorna for the production of television signals.

¹¹The 2023 values reported in this report differ from those reported in 2023. This was due to certain modifications made after the 2023 report was produced relating to errors in data collection committed by teams and companies. These errors were not detected until the 2024 data collection process had started and the new data had started to be compared with those for 2023.

The electricity used to power the electric bikes is included in the paddock electricity and, therefore, it is obtained entirely from renewable sources.

The calculation of the carbon footprint of all the events has made it possible to establish a systematic procedure for identifying and collecting data on emission sources. It has also helped to raise awareness among the numerous participating organisations, encouraging their involvement in the process and providing key information on the activities with the greatest environmental impact. This analysis has made it possible to identify opportunities for improvement, such as the need for participating organisations to collect more precise data and collaborate with the circuits to obtain information on emissions generated by spectators.

Looking ahead, continuous carbon footprint calculations will be implemented at all events, making it easier to define specific targets based on quantifiable data. In 2025 the web-based data collection centre will continue to operate, and plans are in place to further develop the calculation module, which can then be verified by third parties to ensure the robustness and reliability of the results obtained.

5.1.5. CIRCULAR ECONOMY AND WASTE

We have implemented a waste management system in our offices in order to ensure that waste is disposed of in an appropriate, responsible manner. This system includes the placement of waste paper bins and specific containers so that waste can be classified according to its nature. Urban waste, such as office-use paper and cardboard, is managed by municipal refuse collection services, in both Spain and Italy.

Waste requiring a distinct treatment, such as computer hardware and electronic devices, is sent to specialist waste managers. The responsibility for guaranteeing the proper management of waste lies with the Administration department.

Waste management at our offices is classified into three main categories:

- Recycling of various items, including paper and cardboard (with certification).
- Specialist recycling of computer, video and television equipment.
- Recycling of batteries and toners for devices, such as printers, multi-function devices, fax machines, etc. (with certification).

During the year 2024, the generation of hazardous and non-hazardous waste has increased. This increase is mainly due to the rise in the number of employees in Spain. Additionally, since estimates were made using the 2024 data due to the lack of available data, it is possible that the waste production is overestimated.

It should be noted that the data for Italy was estimated on the basis of Italian legislation, due to the lack of specific information.



Waste generated at offices in 2024

	2023			2024		
	Spain		Italy	Spain		Italy
	Quantity (kg)	Quantity (kg)	Quantity Total (kg)	Quantity (kg)	Quantity (kg)	Quantity Total (kg)
Hazardous waste						
Electrical waste	2,479	-	2,479	2,741	-	2,741
Toner	10	-	10	150	-	150
Total	2,489	-	2,489	2,891	-	2,891

	2023			2024		
	Spain		Italy	Spain		Italy
	Quantity (kg)	Quantity (kg)	Quantity Total (kg)	Quantity (kg)	Quantity (kg)	Quantity Total (kg)
Non-hazardous waste						
Paper and cardboard	1,360	-	1,360	1,448	-	1,448
Mixed municipal waste	3,332	-	3,332	3,508	2,955	6,463
Total	4,692	-	4,692	4,956	2,955	7,911

At the sporting events we organise, waste management is a shared responsibility between the event promoters, the circuit owners and their managers. Dorna, together with the circuit promoters, has committed itself to adopting the FIM Environmental Code, which aims to develop and promote a sustainability programme that maximises the positive impact on the environment and society, while minimising any adverse effects. The ultimate aim is to establish a culture of sustainability in motorcycle racing at a global level.

The FIM is implementing several measures to achieve these objectives, such as:

- Promoting an ongoing programme of environmental protection.
- Ensuring compliance with all legislation, regulations, policies, local laws and specific agreements designed to protect the environment.

- Monitoring technological advances and best practices in environmental management, applying them where necessary.

- Developing and continually improving environmental standards and guidelines, focusing on reducing potential environmental impacts related to noise emissions, soil and groundwater pollution, atmospheric emissions, the protection of biodiversity and the promotion of cultural heritage.

At Dorna, not only do we adopt the FIM environmental code, but we also encourage our partners to implement best practices. One example of this is the selective collection of waste, which contributes to the well-being of the environment, society and the economy, as well as being a crucial tool in sustainable management and the fight against climate change.

We have established a monitoring system to identify both best practices and areas requiring improvement. We carry out regular audits at the circuits to assess their compliance with the guidelines and detect potential non-compliance issues.

While MotoGP™ events are being staged, a two-member team from Dorna carries out on-site checks and coordinates sustainability initiatives with the circuits and the paddock. In 2024 IRTA staff were added to this verification team with the aim of increasing its robustness. This direct collaboration ensures that our efforts to promote sustainability are effective and aligned at all stages of the event organisation process.

In order to reinforce the selective collection of waste at the circuits, in 2023 we carried out an analysis of those who separate urban waste from the rest and implemented a measurement system as part of the calculation of the carbon footprint of the event; this analysis was repeated in 2024. In 2024, Dorna has improved the data collection platform by incorporating specific questions about the types of waste collected for recycling. This approach will help establish a first benchmark for future comparisons on waste collection and treatment performance.

The management of the selective collection of waste at the events is the responsibility of the teams, catering services and suppliers in the paddock, who deposit their waste in containers provided by the host circuits. It should be highlighted that the final disposal of the waste is the responsibility of each circuit and may vary depending on local and municipal regulations on waste separation.

On the basis of this analysis, the following findings were obtained¹²:

- The proper classification of waste by material type facilitates subsequent recycling. In 2024, this process carried out by the circuits re-

sulted in a reduction of 250,000 kg of CO₂e in avoided emissions, considering that these materials were not incinerated or sent to landfills¹³.

- 100% of the circuits have waste separation processes or initiatives aimed at fostering the circular economy.

With the aim of further reducing the amount of waste generated at events, in 2024 Dorna implemented a system for the digitisation of guest accreditation badges. This digital accreditation process allowed guests and workers entering the paddock to simply scan their badges to access this area.

2024 saw the continuation of the surplus food collection programme at 11 events, in cooperation with Dorna's catering service, the MotoGP VIP Village™'s catering service, the circuits' restaurants and the teams' hospitality suites. At least 17 government and non-profit organisations participated in the programme, including Wahab, Banco Alimentar Portugal, Central Texas Food Bank, Asociacion Tharsisbetel, Restos du Cœur, Fundación El Xiprer de Granollers, Banco Alimentare Toscana, TowFood, Caritas, Hogar Santo Ángel Hermanitas de los Ancianos Desamparados, Asociassione Papa Giovanni XXIII, Motege Social Welfare Council, NPO Sakagawa, Meals on Wheels, OzHarvest, SecondBite and Food Aid Foundation, among others. In the 2024 season, we donated a total of 24,768 meals¹⁴.

¹²Data based on the circuits that completed the event carbon footprint form (9/20) and on-site monitoring by Dorna personnel.

¹³There are significant variations in the amount of waste generated by each circuit, which largely depend on its size, influencing factors such as the number of employees and spectators. Therefore, the data provided reflects only the information reported by 9 of the 20 circuits, limiting the representativeness of average figures on waste generation.

¹⁴To standardise the criteria across all circuits, 0.5 kg of donated food was considered equivalent to 1 donated meal.



5.1.6. CONSUMPTION OF RESOURCES AND OTHER ENVIRONMENTAL MATTERS

RAW MATERIAL CONSUMPTION

Since our core business focuses on the provision of services, the consumption of raw materials is not significant for the Group. Accordingly, it was not considered necessary to include detailed information on this topic in this report.

WATER CONSUMPTION

Our offices use only water from the public water supply and discharge their waste water into the public wastewater treatment network. Water consumption is similar to that of a home. We promote its responsible use and the reduction of its waste. In this regard, water

dispensers have been made available to employees in the Madrid and Barcelona offices as part of our circular economy initiatives.

In general, those responsible for the supply of water and the treatment of wastewater at sporting events are the owners of the facilities where they are held. At motorcycle Grands Prix, water is used for a variety of purposes, including, but not limited to, human consumption, sanitation, cleaning, vehicle washing and track watering.

As part of our commitment to conserving water and the environment, we have introduced restrictions on events taking place in regions affected by drought.

Water consumption in offices

Source	2023			2024		
	Spain		Italy	Spain		Italy
	Quantity of water consumed (m ³)	Quantity of water consumed (m ³)	Total quantity of water consumed (m ³)	Quantity of water consumed (m ³)	Quantity of water consumed (m ³)	Total quantity of water consumed (m ³)
Water supply network	2,510.13	73.51	2,583.64	1,947.51	81.36	2,028.87
Total water consumption	2,510.13	73.51	2,583.64	1,947.51	81.36	2,028.87

POLLUTION

The pollution generated by our activities is mainly the result of the events organised, without prejudice to the aspects already mentioned in relation to our offices. Dorna encourages responsible energy consumption at events by all groups participating in them and the proper management of the waste generated, thus contributing to reducing the environmental impact during the days on which the events are held.

It should also be noted that, although Dorna can raise awareness and inform the other parties present at each event of the various initiatives introduced in this regard, the emissions the other parties generate are beyond our control. However, we have recorded and analysed the CO₂ emission levels of these parties, the details of which are presented in the section of this report addressing the calculation of the carbon footprint of the events.

5.2. WORKING TOWARDS SUSTAINABLE DEVELOPMENT

5.2.1. MANAGING EXPECTATIONS

Management of expectations

At Dorna, our vision of sustainability is integrated transversally in all our activities. Since 2021, we have adopted a proactive approach to identify and manage the challenges and opportunities in environmental, social and governance (ESG) matters, guided by our commitment to generate a positive impact throughout our ecosystem.

Strategic development: from Racing Together to Racing for the Future

Our path towards sustainability started with the strategic analysis conducted in 2021, which assessed the strengths, weaknesses, opportunities and threats in the context of corporate sustainability. The analysis enabled us to design the action plan Racing Together (2021-2024), which structured our ESG initiatives in three basic strategic areas:

- **People and culture:** Position our employees as key parties in the sustainable transformation.
- **Commitment to the community:** Establish significant relationships with our stakeholders, promoting initiatives that benefit local and global communities.
- **Environment:** Reduce the environmental impact of our operations while we promote innovation and the use of the motorcycle as a sustainable mobility solution.

In 2023, we conducted an exhaustive strategic review and update process to ensure that our goals evolve in line with our stakeholders' expectations. This process included internal analysis, strategy-defining sessions, interviews and surveys, facilitating inclusion and diversity of perspectives.

Our extended perspective: scopes, pillars and key collaboration

In 2024, we took another step in the transition towards a renewed strategy, Racing for the Future. Based on the three fundamental pillars of our strategy (detailed in the section):

- **PLANET:** Reduce our environmental footprint and boost technological innovation to address global sustainability challenges.
- **EVERYONE:** Encourage an inclusive and fair environment, promoting wellbeing and diversity at all levels.
- **LEGACY:** Ensure that sustainability is at the heart of our legacy, generating a positive impact beyond the races.

In acknowledgement of the complexity of our operations, we have structured our initiatives in three key scopes. Each of them depends on the joint efforts of various groups, encouraging collaboration and a commitment to our sustainability mission:



RACING FOR THE FUTURE



1. THE SPORT

This scope encompasses everything related to the races and their unique impact on the motorcycle racing industry. Our championships act as a laboratory for innovation, where vanguard technology and the responsible behaviour of the athletes contribute to redefining sustainable mobility.

Furthermore, we encourage the creation of new motorcycle racing categories with a focus on the development of technologies and standards that benefit the sport and society.

In this area, collaboration between the main actors in the motorcycle racing industry, federations, teams and riders, is key. We work together to drive technological innovations, improve safety and ensure a positive impact on both the sport and the public.

Reflection of the pillars in action:

PLANET

Examples worthy of mention are that since 2024, our bikes have been 40% powered by sustainable fuels - and our goal is to reach 100% in 2027 - as well as the role of MotoE™ as a parallel pillar of sustainable innovation, driving progress in electric mobility, developing innovative solutions in batteries and sustainable motorbikes.

EVERYONE

Through programmes such as Road to MotoGP™, including the FIM MiniGP World Series, and the FIM Women's Circuit Racing World Championship, we encourage diversity and equality of access to motorcycle racing.

LEGACY

Technological development in motorcycling transcends the circuits to offer solutions that benefit society, such as the deployment of an airbag in riders' clothing and the advances in helmet safety.

2. OUR EVENTS

This scope includes all the stages of the activities related to the organisation of our races: planning, execution and subsequent evaluation of the event. From logistics to interactions with fans, every detail is designed to maximise the social, economic and environmental benefits and minimise any adverse impact.

Coordination and work in conjunction with local, international and community partners are essential to ensuring success. This includes efforts with circuits, local government, suppliers, sponsors and NGOs to ensure that our races are sustainable, inclusive and beneficial to all.

Reflection of the pillars in action:

PLANET

We have implemented an Event sustainability management system certified under ISO 20121 that encompasses concepts from the optimisation of energy consumption to the adoption of renewable energies and advanced waste management systems. We also encourage sustainable mobility among spectators, incentivising the use of motorbikes, and public, shared or electric transport to reduce events' environmental footprints.

EVERYONE

We promote solidarity actions such as the Solidarity GP, which raised funds to help those affected by the flooding in Valencia. The Solidarity GP included initiatives such as charity auctions, a Row Zero for donations, an exclusive T-shirt - sales of which were donated to the cause - and collaborations with our partners to maximise the social impact.

LEGACY

Our events generate a significant economic impact and contribute to the development of the regions in which they are held, driving tourism, creating local employment and encouraging collaboration with local businesses and suppliers. This positions MotoGP™ as a catalyst for the sustainable economic growth of the host communities.



3. AT HOME

This area focuses on internal operations and organisational policies that make it possible to stage the most exciting sport in the world. From our offices and employees to our corporate strategies, we are working to build an organisation that reflects our fundamental values of sustainability, inclusion and excellence.

At Dorna, teamwork focuses on creating an organisational culture that inspires our employees, encourages innovation and ensures full alignment with our sustainability commitments.

Reflection of the pillars in action:

PLANET

We optimise global logistics by using B-777 aircraft to significantly reduce carbon emissions. We also started to use hydrotreated vegetable oil (HVO) for our fleet of trucks and installed solar panels at our Barcelona offices.

EVERYONE

We encourage a balanced working environment through remote working and work-life balance initiatives. We also have an Equality Plan to encourage diversity and equity at our organisation.

LEGACY

We have integrated ESG criteria in our governance bodies, prioritising the integral development of our employees beyond the professional sphere. Through continuous training programmes and personal growth opportunities, we built the foundations to enable our team to both contribute to the success of the organisation and have a positive impact on society.

Ongoing commitment to sustainability

At Dorna, we understand that sustainability is not a destination, but rather a process in constant evolution. With **Racing for the Future**, we are ready to lead this transformation, demonstrating that the emotion of the sport can go hand-in-hand with positive impact for people, place and planet.

Stakeholders

Owing to its very nature, our business involves the participation of numerous stakeholders, with different expectations and interests, all of which need to be met to ensure that everyone is satisfied. For this reason, a fluid, ongoing dialogue with all of these stakeholders is essential if true value is to be created. We have various communication channels through which we can identify the issues that concern our stakeholders and thus gain a better understanding of the risks and opportunities of the industry.

SHAREHOLDERS

- Directors' report
- Non-financial report
- Regular meetings of the Board of Directors and the Audit Committee
- Quarterly reports

PUBLIC AUTHORITIES

- In-person meetings and videoconferences
- *E-mailing campaigns*
- Corporate websites
- Social networks: Youtube, Twitter, Facebook and LinkedIn

MANUFACTURERS

- MSMA (Motorcycle Sport Manufacturers Association)
- Association of manufacturers and championship participants
- GP and SBK Commission
- In-person meetings and videoconferences
- *E-mailing campaigns*

TEAMS AND RIDERS

- In-person meetings and videoconferences
- Corporate websites
- Social networks: Youtube, Twitter, Facebook and LinkedIn
- Corporate events
- *E-mailing campaigns*
- Participant management platform
- SBK App
- IRTA Committee (team and rider representation at championships)

FEDERATIONS

- In-person meetings and videoconferences
- *E-mailing campaigns*
- Corporate websites
- Social networks: Youtube, Twitter, Facebook and LinkedIn
- Corporate events

PLATFORMS WITH AUDIOVISUAL RIGHTS

- In-person meetings and videoconferences
- *E-mailing campaigns*
- Corporate websites
- Social networks: Youtube, Twitter, Facebook and LinkedIn
- Corporate events
- MotoGP™ Fantasy
- MotoGP™ Predictor
- MotoGP™ Videopass

PROMOTERS/CIRCUITS

- In-person meetings and videoconferences
- *E-mailing campaigns*
- Corporate websites
- Social networks: Youtube, Twitter, Facebook and LinkedIn
- Corporate events
- Participant management platform

SPONSORS

- In-person meetings and videoconferences
- *E-mailing campaigns*
- Corporate websites
- Social networks: Youtube, Twitter, LinkedIn and Facebook
- Corporate events
- Participant management platform

EMPLOYEES

- E-mailing campaigns and periodic HR communications
- Works Committee
- Safety Committee
- Meetings with department managers

PUBLIC OPINION: FANS

- *E-mailing campaigns*
- Corporate websites
- Social networks: Youtube, Twitter, Facebook and LinkedIn
- Corporate events
- Customer service

PUBLIC OPINION: SOCIETY

- Corporate websites
- Social networks: Youtube, Twitter, Facebook and LinkedIn
- Corporate events

PUBLIC OPINION: THE MEDIA

- In-person meetings and videoconferences
- *E-mailing campaigns*
- Corporate websites
- Social networks: Youtube, Twitter, Facebook and LinkedIn
- Corporate events
- Management platforms

SUPPLIERS

- In-person meetings and videoconferences
- *E-mailing campaigns*
- Corporate websites
- Participant management platform





As part of our commitment to encouraging responsible, sustainable management, a section of our Dorna website (<https://www.dorna.com/sustainability/>) is devoted to informing our stakeholders, and keeping them up to speed, with regard to our ESG vision-related initiatives. In that section, we highlight the “Racing Together” concept and describe in detail the three fundamental pillars of our current strategy.

Furthermore, in 2024 we updated the “Racing Together” section of the MotoGP™ website with the new strategy, “Racing for the Future” ([Racing for the Future | The Official Home of MotoGP™](#)). This section,

which is updated frequently, provides an in-depth view of the various ESG projects that are being undertaken as part of the three pillars of our strategy, and includes initiatives such as Two Wheels for Life, the Road to MotoGP and the awareness-raising initiatives aimed at the fans. We also showcase our commitment to the reduction of the use of fossil resources, the promotion of no-smoking at events, the creation of an increasingly sustainable and social paddock, MotoE™ and the KiSS initiative, as well as the progress made towards obtaining ISO 20121 certification.



5.2.2. WITH THE COMMUNITIES THAT WELCOME US

Various key parties are involved in organising and staging our events: Dorna, the federations, the teams, the promoters, the media, the local authorities, the fans, etc. We acknowledge the positive impact that these events have on the local economy, and frequently it is the local governments/authorities themselves who promote them, aware as they are of the economic and social benefits they generate.

Some of the impacts identified include the expenditure incurred with respect to suppliers and utilities, hospitality and transport services and other activities related to putting on these events. These impacts primarily affect the host regions, although they are also felt worldwide, due both to purchases made from international suppliers and to the social activities that take place during the television broadcasts.

In 2024 the growth in these events was maintained, with a new season attendance record of over 3 million people attending MotoGP™ competitions, considering the overall attendance figures for the events at all the circuits. As a result, the 2024 season ranks as the season with the highest attendance figures in the history of motorcycle racing.

This significant increase in attendance figures highlights the growing passion felt by fans for the sport and their commitment to experiencing it live, which makes an even greater contribution to the economic and social revitalisation of the host communities, at both local and global level.

Social and economic impact of events

The organisation of sporting events, such as Grands Prix, generates a significant impact both on the economy and on society. Planning these events requires the collaboration of government and private sector entities, as well as other key parties. These events affect sectors such as tourism, trade, employment, industry and even the political and administrative management of the host regions.

The effect on tourism includes most notably the economic benefits from attendees' spending on transport, accommodation, restaurants and recreational activities. Furthermore, these events usually act as catalysts for promoting the venue internationally, attracting visitors not only during the competition, but also long term.

A total of 106,984 people were involved in staging the 20 Grands Prix held in 2024, which is an average of around 5,350 people involved in each event. Amongst the teams, 27.5% were composed of members from six or more different countries, while 15.8% contained young people under 25 years old.

According to a survey conducted by Dorna of fans and key personnel at the circuits in 2024, 71.7% of spectators in attendance at the events reside in the host country, while 28.3% are international visitors. Although the majority live in the host country, 56.1% of these travel more than 200 kilometres to get to the circuit, evidencing a





considerable regional impact. This movement of people not only boosts the local economy but also facilitates growth in the local tourism industry.

The economic and social impact of Grands Prix extends way beyond the weekend when the competition is held, and the benefits are both immediate and long term. According to the survey, 76.5% of the spectators that attended the circuits spent at least 1 night away from home, which directly boosted hotels, restaurants and other local services. On average, attendees spent 3 nights in the host region, which extended the income generated and facilitated greater interaction with the local economy.

As well as the direct impact, this lengthy stay encourages repeat tourism, as many fans considered returning in the future to spend further holidays at the host venue. This strengthens the regions' positioning as attractive places, not only for sporting events, but also for conventional tourism.

Moreover, the broadcasting of the events significantly increases the visibility of the host regions. Both before and after competitions, the broadcasts highlight cultural, natural and tourist attractions of the venue, consolidating its reputation as a place of international interest. This type of exposure not only gives rise to immediate economic impacts, but also contributes to planning of future trips and strengthens the venue's association with high-profile events.

In short, holding sporting events of this magnitude not only mobilises thousands of people and benefits the local economy, but also acts as a strategic territorial marketing tool, putting host regions on the global map and attracting a continuous flow of tourists that translates into an ongoing positive economic impact beyond the sport.

5.2.3. TALENT PROMOTION

The organisation of Grands Prix has helped strengthen a profoundly significant relationship between Dorna and the regions in which they are held. For more than two decades, Dorna has worked intensely to open the doors of motorcycle racing to a wider public, widening access and increasing opportunities in the path towards equality. Each of our talent promotion programmes form part of the Road to MotoGP™, which not only develops riders' on-track skills, but also promotes sporting values and provides riders with transversal skills, such as effective communication and fluent English.

Through support for educational programmes and youth motorcycling competitions around the world, Dorna actively contributes to the academic and sporting education of many young people, boosting both their personal and professional development. This commitment translates into a significant contribution to the future of motorcycle racing, ensuring that the new generations have the tools they need to prosper in a highly competitive environment.

Dorna has a specialist department in charge of developing talent, responsible for coordinating the activities necessary to generate opportunities for a new generation of riders throughout the world. This department boosts the cultural diversity of our championships and promotes a fairer environment, contributing to the creation of a level playing field that is accessible to all. Thanks to this work, we created more inclusive and diverse motorcycle racing, consolidating our role as a catalyst for change and progress in the industry.

With a global approach, the Talent Promotion department has consolidated the Road to MotoGP™ into an initiative that increasingly brings the sport to all, flattening geographic and economic barriers.

The first step in the programme is the FIM MiniGP World Series. In 2024, 22 federations organising a national series came together to participate in a World Final in which the stars of MotoGP™ mentor the kids and guide them throughout the event. Boys and girls from 27 countries participated in the finals, held in Aragon in 2024.

The next step on the Road to MotoGP™ consists of the Talent Cups: the Idemitsu Asia Talent Cup (2014), the British Talent Cup (2018) and the Northern Talent Cup (2020). Distributed geographically and ensuring the same technical and sporting standards, the Talent Cups are an ideal platform for young riders to develop in a highly competitive environment. Supported by a coach, the riders thus have a mentor who will guide their sporting development, keeping a close eye on their performance during the championship and clarifying the areas for improvement. In conjunction with Accenture, the ATC also organises workshops on communication, nutrition and training, among other subjects, to support the riders off the track.

Near the end of the Road to MotoGP™, the riders can demonstrate their talent in the Red Bull MotoGP Rookies Cup and/or in the FIM JuniorGP™ World Championship, often the last steps before riders move to the Moto3™ world championship.





The benefits that these projects have given motorcycle racing over the medium term are tangible and demonstrate the effectiveness of the model. Today, 21 of the 22 riders who will make up the MotoGP™ 2025 grid have passed through the ranks of the Road to MotoGP™ projects.

These efforts at global level have given rise to an increase in interest in the sport, with higher attendance at each country's home event as a result of the “local hero” effect, the expansion of markets, generation of new commercial agreements and increases in the audiences for and consumption of products related to MotoGP™.

As well as the Road to MotoGP competitions, Dorna works in conjunction with other programmes driving the development of the sport.



FIM MiniGP World Series comprises competitions:







5.2.4. HIGHLIGHTS OF COOPERATION WITH NON-PROFIT ORGANISATIONS

Thanks to our events and the Group's various communication channels with global reach, we support the social action of various organisations. In addition to contributing to disseminating their messages and generating support for their causes, our actions enable these organisations to raise significant third-party funds with which to effectively implement their own initiatives.

Motul Solidarity Grand Prix of Barcelona

The Motul Solidarity Grand Prix of Barcelona was not only a historic sporting event, but also an initiative with a social impact. Through the Racing for Valencia campaign, EUR 1.6 million were raised to support the recovery of the areas affected by the flooding in the autonomous community of Valencia. This achievement was possible thanks to the joint efforts of MotoGP™, teams, sponsors, institutions and fans, who participated in a series of solidarity actions. The collaboration between the Spanish Red Cross, CaixaBank and Dorna was essential to enable the following initiatives to be rolled out:

1. Solidarity Row Zero

Promoted by the Circuit de Barcelona-Catalunya, the Fira de Barcelona, Dorna and business institutions of the Barcelona Chamber of Commerce. A Solidarity Row Zero initiative was launched, which was an exclusive area of the circuit where companies and institutions made direct donations. This action enabled support from the Catalan business fabric to be channelled to the Racing for Valencia campaign.

2. Charity auctions

Two types of auction were organised with articles and unique experiences donated by riders, teams and sponsors. The online auction was open at worldwide level to maximise its scope and the amount raised in conjunction with CharityStars. The on-site auctions at the circuit took place during the Grand Prix weekend with the support of the official charity of MotoGP™, Two Wheels for Life.

3. Direct contributions

As well as the direct contribution made by Dorna, companies in the MotoGP ecosystem joined the cause by making their contributions at corporate level.

4. Donations from fans through CaixaBank

Special channels were set up to facilitate donations from fans, including Bizum, a QR code and a bank account specifically for this purpose. During the event weekend, volunteers at the circuit carried collection boxes with POS terminals to enable donations to be made quickly and securely.

5. Sale of solidarity merchandise

In conjunction with the official merchandising supplier of MotoGP™, a special edition **Racing for Valencia** T-shirt was launched. A percentage of the sales of these T-shirts went straight to the aid fund.

6. Mobilisation of volunteers

Fundación Caixa provided 60 volunteers, who participated actively in the collection of money and the distribution of funds in the areas affected.



Two Wheels for Life

For more than 25 years, Two Wheels for Life has organised unique activities, auctions of collectibles and experiences to raise money for its vital work using motorbikes in rural areas of a number of African countries, in conjunction with its sister organisation Riders for Health. Working with Dorna, money has been raised to change and save thousands of lives.

Two Wheels for Life events offer motorcycle racing fans the chance to live a unique experience at specific Dorna events, such as seeing the paddock from the inside and witnessing riders' race preparations. All of this is possible thanks also to the cooperation of the local organisers and the involvement of all the companies present in the paddock.

Fundraising initiatives in 2024

The year 2024 was very successful in terms of the funds raised, enabling us to achieve several of our key humanitarian goals. The 34th Day of Champions, which was held at Silverstone in 2024, raised GBP 275,000, a figure almost identical to the amount raised in 2023.

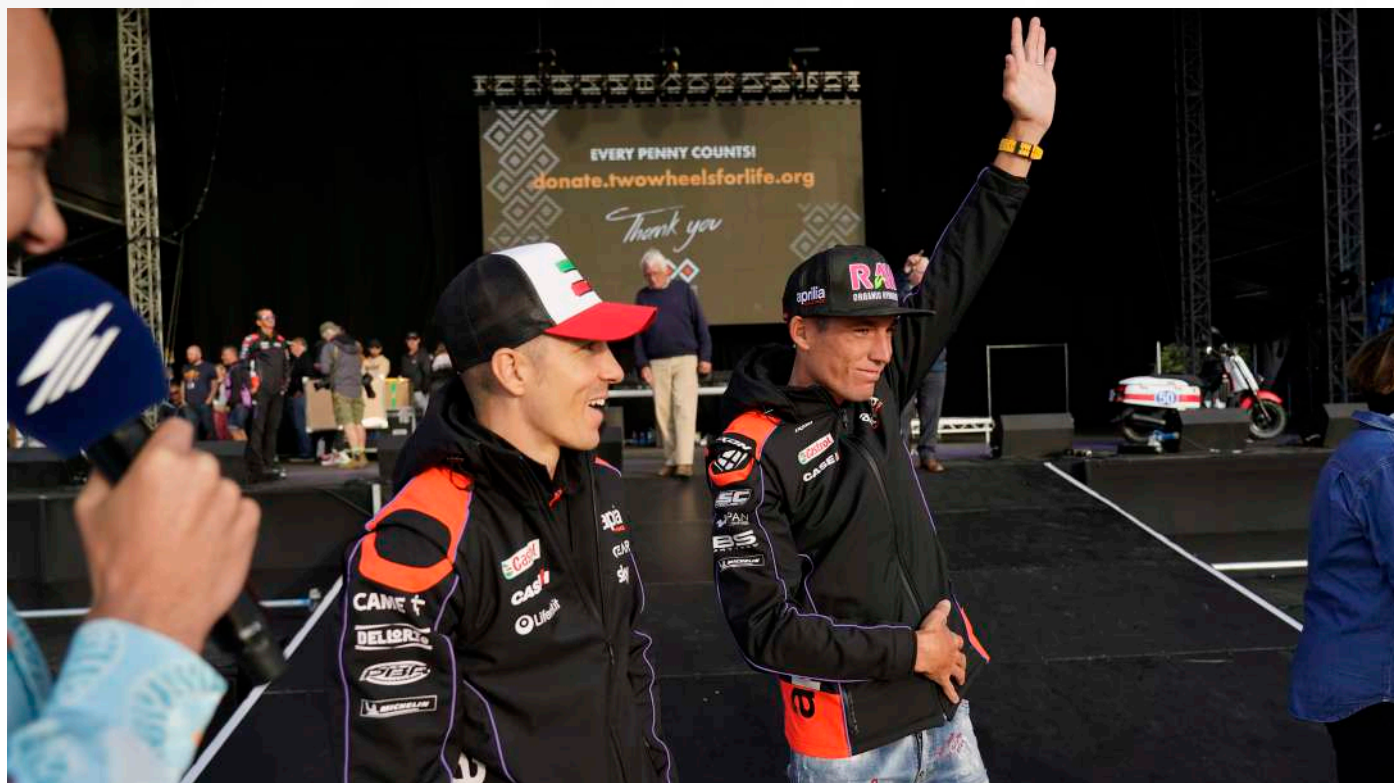
The money raised makes an enormous difference to the vital medical care work in some of the most remote areas of Lesotho, Malawi, Nigeria and The Gambia. Two Wheels for Life's sister organisation, "Riders for

Health", manages programmes that are directed and managed locally. These programmes focus on providing transportation for healthcare workers, such as midwives, doctors and public health professionals, ensuring that health services reach the most remote areas of each community, using motorcycles as the perfect ally.

Two Wheels for Life also collects funds at the Prosecco DOC Superbike World Championship race at Donington Park. Before an audience fully committed to the cause, two auctions of riders' collectibles and a concert involving permanent members of the paddock were organised.

Here is the full list of the each fundraising initiative in 2024:

- The Day of Champions and weekend activities at Silverstone during the MotoGP™ Grand Prix, at which more than EUR 320,000 were raised.
- The online MotoGP™ auctions, which raised a total of EUR 120,510.
- The MotoGP™ experience days, which raised EUR 109,370.54.
- WorldSBK at Donington Park hosted a number of activities, raising EUR 28,000.







Two Wheels for Life projects in 2024

The social actions performed in 2024 were as follows:

- 2024 saw the continuation of the project to digitalise all **Riders for Health** programmes to enable the riders to offer a more efficient and cost-effective service. This initiative included the provision of vehicle tracking hardware, route optimisation software, the development of AI technology to enhance data accuracy, the use of drones for the transportation of samples, mobile applications for data compilation, and the training of personnel.

The system was tested in The Gambia, enabling real-time data gathered in our operations to be obtained. This system is currently being expanded in Lesotho. In Malawi, there is a fully digitalised and integrated fleet for the transportation of samples, and all the motorbikes are monitored to ensure the safety of the riders and compliance with the service levels.

- **Lesotho:** we are providing training and advisory services to Solomon Hlasa, the coach of Riders in Lesotho, who is currently training 5 healthcare workers and 2 police officers. Each one of these professionals will be able to reach an additional 5,000 people every year. Our motorcycle couriers in Lesotho have collected more than 3,000,000 samples, delivered them to laboratories for diagnosis and returned more than 3,000,000 results in a period of 3 to 4 days. This coverage is exceptional, and we are very proud of the speed with which patients receive their results.
- **The Gambia:** the funds raised in 2024 will allow 35 motorbikes to be acquired through Two Wheels for Life.
- **Nigeria:** the programme in Nigeria stored and distributed a total of 440,000 vaccines.



INTERNATIONAL
FOUNDATION FOR
MOTORCYCLING

International Foundation for Motorcycling - IFM

The foundation was formed in 2020 with main aim of promoting and supporting the development of motorcycling and the interests of the worldwide motorcycling community. To contribute to that mission, we made a donation of EUR 150,000 to the foundation in 2024, which enabled it to support various key programmes, activities and projects:

- **European Training Quality Label:** Support for training schools to enable motorcyclists in Europe to access high quality and road safety training.
- **MXGP Academy for Women:** Integrated motocross training for women in Madrid, with on track training, educational sessions and meetings with World Championship riders.
- **Grassroots Environmental Education:** Environmental awareness raising programmes for young motorcyclists, including the Ride Green Cup in the Junior Motocross World Championship and an Endurance School in Portugal.
- **Sustainability Education Programme:** Sustainability seminars for federations, organisers and promoters, with both classroom and on-line training to integrate best practices in the management of motorcycle racing.

Cooperation with the Aura Foundation:

In keeping with our commitment to diversity, and as mentioned in the related section of this report, Dorna's Board ratified a programme of strategic cooperation with the Aura Foundation, a non-profit organisation for the inclusion into society and the workplace of people with disabilities. Our association with Aura mirrors our firm commitment to ensuring the inclusion of diverse communities in society and the provision of support to them.



5.3. TARGET RECIPIENTS OF THE SERVICES WE PROVIDE

Under the agreements we have entered into with the FIM, various championships and races are organised at world level. At each event, the national promoters responsible for the circuits handle ticket distribution and sales and for ensuring that all necessary measures are implemented to protect the health and safety of the people attending such events, in compliance with the related national regulations.

To ensure that all fans around the world have the opportunity to enjoy the sport, in addition to our own OTT platform¹⁵, Dorna has established commercial agreements with various global content platforms and broadcasting partners, which allow us to reach hundreds of millions of spectators. Through these agreements, we provide companies from all industries with access to this extensive audience by offering advertising space both at the circuits and in the broadcasts. All this is carried out in accordance with the regulations on advertising at sports-related activities in force in each geographical area. We also manage the Ad-Time® advertising system, which is used at numerous sporting events, and licence the trademarks under our rights to manufacture and sell merchandise.

Sponsors and broadcasting platforms

We have departments that are specialised, from a commercial and operational standpoint, in managing our relationships with our various types of customers, partners and suppliers.

¹⁵Over-the-top platforms and applications, or OTT platforms, are applications that offer video content over the internet instead of via cable or satellite television (the traditional method). They permit instant video streaming on mobile devices (smartphones and tablets), over the web and on televisions equipped with devices such as Chromecast, AppleTV and Amazon Fire TV, as well as smart TVs.

At Dorna we are responsible for overseeing all organisational matters in the preparation of each Grand Prix and are profoundly involved in the sporting dimension of the competition. We ensure we produce high-quality content for the media, and manage its coverage and distribution, as well as coordinating the television rights and all championship-related communications. Furthermore, our commercial area is responsible for the acquisition of sponsorships, the sale of licensing rights and the management of corporate hospitality services.

Commitment to motorcycle racing followers

Dorna's Customer Service department is in permanent contact with motorcycle racing fans. Knowing exactly what fans like at any given time is essential to being able to continue offering them the best experience in enjoying their favourite sport. We have seen it this way from the outset, as evidenced by the pioneering role we played in offering video-on-demand services. However, in view of the current scenario, a farther-reaching, more profound digital transformation is required in which services are brought increasingly closer to fans.

With a view to enhancing the experience of our fans, a Fan Relationship Management (FRM) system has been launched that makes it possible to create a unique 360° view of fans. This new system enables us to customise the communications that fans receive and, at the same time, it helps us improve the level of customer care that we provide to them.





Service innovation and improvement

As part of our continuous commitment to the sustainability and excellence of fans' experience, in 2024 we undertook a series of innovative projects the details of which are as follows:

1. Workflows¹⁶ monitoring the quality of the Data Layer¹⁷: The quality of the implementation of Google Analytics¹⁸ depends directly on the correct functioning of the Data Layer, which is the layer of data in the browser from which all the information that is sent to the analytical platform is gathered. Since this layer is in the user's browser, its performance is influenced by its configuration and the operating system in which it is installed. To address this, we have implemented workflows that monitor the quality of the Data Layer in combinations of operating systems and browsers with sufficient statistical volume to determine whether the general quality is appropriate. This implementation represents an innovation in our processes.

2. Digital Video Platform (DVP): Dorna's digital video platform is responsible for providing video services to all of Dorna's digital assets. In 2024 we made the following improvements and conducted the following concept tests:

- Modify the autoscaling policies and adjust the properties of the various CDNs¹⁹ in order to considerably increase the maximum number of concurrent users (x2).
- In the case of the live stream, the DVP used to deliver only HLS²⁰, whereas now it offers both HLS and DASH²¹, allowing the various customers/players to use the protocol they prefer.

3. Codification of video files: Creation of a coding cluster²² based on the software developed by Dorna (HotEncoder) that participates in all the coding workflows both at the circuit and in our studios in Barcelona (transcoding²³, multirendition, inserting watermarks, etc.).

4. Testing of converting voice to text, subtitles and translations: During the season a series of proof of concept (POC) tests were conducted on converting voice to text, automatically generating subtitles and selecting the desired language for the subtitles. The various POC²⁴ tests conducted enabled us to evaluate the various technical solutions available and test our own model enriched with specific MotoGP terminology.

Complaints and claims received in 2024

Our Customer Service Department handles the messages we receive at the various generic e-mail addresses of each of Dorna's departments and through social networks, from both our followers and the customers of our digital products on web platforms and apps. Queries relating to official merchandise products (<https://store.motogp.com/>) and tickets for events (<https://tickets.motogp.com>, <https://motogppremier.motogp.com/es/> and <https://tickets.worldsbk.com/>) are passed on to customer care services managed by third parties on Dorna's behalf.

Although this activity is not provided by the Group, we do provide the operator with the support necessary to handle the claims filed by third parties.

¹⁶Automated work flow.

¹⁷Layer of data in the browser which stores and organises all the information that is gathered and sent to the analytical platforms.

¹⁸Web analysis tool that provides information on user traffic and behaviour on the website and in mobile applications.

¹⁹Content delivery networks that enable web content to be delivered (as videos, pictures and other files) to users quickly and efficiently, reducing latency by storing content in geographically distributed servers.

²⁰Protocol for live streaming of video through HTTP, used mainly to stream multimedia content over the internet in real time.

²¹Dynamic Adaptive Streaming over HTTP: Another adaptive video streaming protocol that adjusts the quality of the video streamed according to the user's network capacity and other factors.

²²Group of servers or machines configured to work in parallel to perform video file coding or processing tasks efficiently.

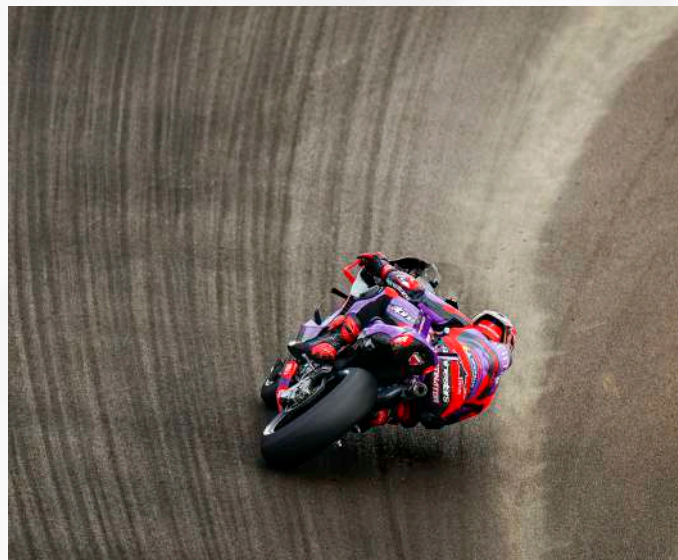
²³Process of converting a video or audio file from one format to another to ensure that it can be reproduced in different devices or platforms.

²⁴A POC test is a demonstration or initial test to verify whether an idea or solution is viable prior to full rollout.

At present, this customer service is provided in the form of an e-mail in both English and Spanish. Queries sent to us directly via e-mail to the address provided by Dorna or from contact forms provided on our main websites: [motogp.com](https://www.motogp.com) and [worldsbk.com](https://www.worldsbk.com). The number of consultations submitted to Customer Service for MotoGP (questions, complaints, suggestions and problems) totalled 20,232 (down 22% on 2023).

We answer 100% of the consultations we receive and we currently have an average response time (in which the consultation is resolved) of around 12 hours. This represents a reduction of 3.3 hours (20%) compared to 2023 when the average response time was 15.3 hours. Although this average figure may vary over the various "peak" and "trough" times of the year, our aim, in any case, is to resolve all consultations within a maximum period of 24-48 hours.

At present the Customer Service team is available on working days all year round, as well as on all MotoGP™ and WorldSBK™ race weekends.



Complaints and claims in 2024 – MotoGP

Type of complaint or claim	2023		2024		Percentage change
	Subtotal	Percentage	Subtotal	Percentage	
VideoPass	17,450	70%	12,919	64%	-26%
Account	1,847	7%	2,165	11%	-24%
Championship	2,490	10%	1,923	10%	-23%
TimingPass	842	3%	587	3%	-30%
Ticketing	807	3%	1,277	6%	58%
Games	220	1%	177	1%	-20%
Store	193	1%	157	1%	-19%
Loyalty	-	0%	1	0%	0%
Other (commercial sporting, etc.)	977	4%	1,026	5%	5%
TOTAL	24,826	100%	20,232	100%	-19%

These data show a decline of 19% compared to 2023, which is a significant reduction, especially if we take into account the 27% increase in registered users, from 2,639,832 to 3,342,285. Accordingly, the average number of complaints or claims per 1,000 users fell from 9.7 to 6.

The two main reasons for this improvement were due to the fact that there was an increase in complaints and claims because of the renewal

of the website and the various applications in 2023. Also, in 2024, the technical teams worked to improve the various platforms, which led to a fall in the number of user incidents.

"VideoPass" continued to be the category giving rise to the most complaints and claims, although "VideoPass", together with "TimingPass", also saw the complaints and claims figures decline the most, at 26% and 20%, respectively.

This year we continued to implement the service enhancements that had been identified as positive in the previous year, including most notably:

- Reinforcement of data consistency, which avoids duplication, incorrect information in subscriptions and communications with fans, etc.
- Customisation project to tie fans in and segment them according to their preferences and interests.
- The FAQs available to fans on the official websites were updated, extended and improved, translated into 6 languages and versions adapted for mobile devices were created.
- Speeding-up of the processes for the reporting, diagnosis and follow-up of bugs, if any, in the platforms.

Complaints and claims in 2024 – WorldSBK

As regards WorldSBK, the volume of consultations is much lower, and, accordingly, any change measured in percentage terms represents a significant increase or decrease.



Type of complaint or claim	2023		2024		Percentage change
	Subtotal	Percentage	Subtotal	Percentage	
VideoPass	1,622	63%	2,095	75%	29%
Account	478	18%	243	9%	-49%
Championship	244	9%	253	9%	4%
TimingPass	8	0%	11	0%	38%
Ticketing	89	3%	65	2%	-27%
Store	17	1%	33	1%	94%
Other (commercial sporting, etc.)	127	5%	112	4%	-12%
TOTAL	2,585	100%	2,812	100%	9%

A total of 2,812 complaints and claims were received in 2024, up 90% on 2023, although a common reason for this increase was not identified.

At the end of 2024 the database of users registered with WorldSBK contained 334,788 users, giving a ratio of 8.3 complaints and claims per 1,000 registered users.

6. APPENDIXES



6.1. CONTENT INDEX REQUIRED BY SPANISH NON-FINANCIAL INFORMATION AND DIVERSITY LAW

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 its future evolution	2.1 Business model	GRI 2-6 GRI 201-2 GRI 2-22
DESCRIPTION OF THE GROUP'S POLICIES IN RESPECT OF THOSE ISSUES		
Due diligence processes implemented to identify, assess, prevent and mitigate risks	3.3 Our management and compliance framework	GRI 2-23 GRI 3-3
Significant impacts, verification and control. Measures adopted	1. Foreword 3.3 Our management and compliance framework	GRI 2-24 GRI 3-3
OUTCOME OF THE POLICIES		
Relevant key non-financial performance indicators that enable progress to be monitored and assessed and favour comparability between companies and industries	2.1.3 "Racing for the future" 3.3.6 Whistleblowing channel 3.4 Human rights 3.5 Tax transparency 4.1.1 Employment 4.1.3 Health and safety 4.1.5 Training 5.1.2 Environmental performance in 2024 5.1.3 Energy 5.1.5 Circular economy and waste 5.1.6 Consumption of resources and other environmental matters 5.2.4 Highlights of cooperation with non-profit organisations 5.3 Target recipients of the services we provide	GRI 3-3

MATTERS RELATING TO LAW 11/2018		SECTION	FRAMEWORK USED: GRI 2021 STANDARDS
PRINCIPAL RELATED RISKS ASSOCIATED WITH THE GROUP'S ACTIVITIES			
Commercial relationships and products or services that may have adverse effects	1. Foreword 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 detect and assess them			
Information on the impacts detected and a detail thereof, particularly in relation to the main risks at short, medium and long term			
INFORMATION ON ENVIRONMENTAL MATTERS			
Current and foreseeable effects of the company's activities on the environment	5.1.1 Management framework	GRI 3-3	
Current and foreseeable effects of the company's activities on health and safety			
Environmental assessment or certification procedures			
Resources dedicated to the prevention of environmental risks	5.1.1 Management framework	GRI 3-3	
Precautionary principle	5.1.1 Management framework	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	GRI 305-1 GRI 305-2 GRI 305-3	
	Any type of activity-specific atmospheric pollutants including noise and light pollution	5.1.6 Consumption of resources and other environmental matters GRI 3-3	
Circular economy and waste prevention and management	Measures for prevention, recycling, reuse, recovery and disposal of waste	5.1.5 Circular economy and waste 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 supply in accordance with local limitations	5.1.6 Consumption of resources and other environmental matters	GRI 303-5
	Consumption of raw materials and measures adopted in order 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	5.1.3 Energy	GRI 302-1
	Measures taken to improve energy efficiency		
	Use of renewable energies		
Climate change	Significant elements of the greenhouse gas emissions generated as a result of the company's activities and the use of the goods and services it produces	5.1.4 Climate change	GRI 305-1 GRI 305-2 GRI 305-3
	Measures adopted to adapt to the consequences of climate change		
	Medium and long-term targets voluntarily set for the reduction of greenhouse gas emissions, and measures implemented to that end		
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 PERSONNEL-RELATED MATTERS			
Employment	Total number of employees and breakdown by gender, age, country and professional category	4.1.1 Employment	GRI 2-7
	Total number of employees and breakdown by type of employment contract		
	Annual average number of permanent, temporary and part-time contracts by gender, age and professional category		
	Number of dismissals by gender, age and professional category		GRI 401-1
	Average remuneration and remuneration trends by gender, age and professional category or equivalent value		GRI 405-2
	Pay gap		
	Remuneration of identical job positions or average remuneration at the company		
	Average remuneration of directors and executives, including variable remuneration, attendance fees, termination benefits, payments to long-term savings schemes and any other benefits, broken down by gender		
Organisation of work	Implementation of work disconnection measures	4.1.2 Organisation of work	GRI 3-3
	Employees with a disability	4.1.7 Diversity	GRI 3-3
	Organization of working hours	4.1.2 Organisation of work	GRI 3-3
	Absenteeism (number of hours)		
	Measures to foster a good work-life balance and shared parental responsibility		

MATTERS RELATING TO LAW 11/2018		SECTION	FRAMEWORK USED: GRI 2021 STANDARDS
Health and safety	Occupational health and safety conditions	4.1.3 Health and safety	GRI 3-3 GRI 403-1 GRI 403-9
	Occupational accidents, in particular the frequency and severity thereof, and occupational diseases, by gender		
Labour relations	Organisation of social dialogue, including the procedures for informing, consulting and negotiating with employees	4.1.4 Labour relations	GRI 3-3
	Percentage of employees covered by collective agreements, by country		
	Assessment of collective agreements, particularly in the occupational health and safety area		
Training	Training policies implemented	4.1.5 Training	GRI 3-3
	Total number of training hours by professional 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
Equality	Measures adopted 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 Organic Law 3/2007, of 22 March, for the effective equality of women and men)		
	Measures adopted to promote employment		
	Protocols against sexual and genderbased harassment and for integration and universal accessibility of people with disabilities		
	Anti-discrimination policy and, where appropriate, diversity management policy		

MATTERS RELATING TO LAW 11/2018	SECTION	FRAMEWORK USED: GRI 2021 STANDARDS
INFORMATION ON RESPECT FOR HUMAN RIGHTS		
Application of due diligence procedures in human rights matters	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 violations and, where appropriate, measures to mitigate, manage and redress any abuses committed		
Complaints of violations of human rights		
Promotion and fulfilment of the provisions of the fundamental conventions of the ILO in relation to respect for freedom of association and the right to collective bargaining		
Elimination of discrimination in respect of employment and occupation		
Eradication of forced or compulsory labour		
Effective abolition of child labour		
INFORMATION RELATING TO ANTI-CORRUPTION AND BRIBERY ISSUES		
Measures adopted to prevent corruption and bribery	3.3 Our management and compliance framework	GRI 205-2
Measures to combat money laundering		
Contributions to foundations and nonprofit entities	5.2 Working towards sustainable development	GRI 3-3

MATTERS RELATING TO LAW 11/2018		SECTION	FRAMEWORK USED: GRI 2021 STANDARDS
INFORMATION ON SOCIETY			
The company's commitments to sustainable development	Impact of the company's activity on employment and local development	5.2 Working towards sustainable development	GRI 3-3 GRI 413-1
	Impact of the company's activity on local populations and on the territory		
	Relationships and dialogue with local community players		
	Association or sponsorship activities		
Outsourcing 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, in relationships with suppliers and subcontractors, of their social and environmental responsibilities		
	Supervisory systems, audits and audit findings		
Consumers	Consumer health and safety measures	5.3 Target recipients of the services we provide	GRI 3-3 GRI 416-1
	Grievance mechanisms, complaints received and their resolution		
Tax information	Earnings obtained on a country by country basis	3.5 Fiscal transparency	GRI 201-1
	Income tax paid		
	Government grants received		

Translation of a report originally issued in Spanish based on our work performed in accordance with International Standards on Auditing. In the event of a discrepancy, the Spanish-language version prevails.

INDEPENDENT LIMITED ASSURANCE REPORT ON THE CONSOLIDATED NON-FINANCIAL INFORMATION STATEMENT OF DORNA SPORTS, S.L. AND SUBSIDIARIES FOR 2024

To the Shareholders of Dorna Sports, S.L.,

In accordance with Article 49 of the Spanish Commercial Code, we have performed the verification, with a scope of limited assurance, of the accompanying Consolidated Non-Financial Information Statement ("Consolidated NFIS") for the year ended 31 December 2024 of Dorna Sports, S.L. and subsidiaries ("Dorna Sports, S.L." or "the Group"), which forms part of the Group's Consolidated Directors' Report.

The content of the Consolidated NFIS includes information, additional to that required by current Spanish corporate legislation relating to non-financial reporting, that was not the subject matter of our verification. In this regard, our work was limited solely to verification of the information identified in the "Contents required by Spanish Non-Financial Information and Diversity Law 11/2018" included in the accompanying Consolidated NFIS.

Responsibilities of the Directors

The preparation and content of the Consolidated NFIS included in the Consolidated Directors' Report of Dorna Sports, S.L. and subsidiaries are the responsibility of the directors of Dorna Sports, S.L. The Consolidated NFIS was prepared in accordance with the content specified in current Spanish corporate legislation and with the criteria of the selected Global Reporting Initiative Sustainability Reporting Standards (GRI Standards), as well as other criteria described as indicated for each matter in the "Contents required by Spanish Non-Financial Information and Diversity Law 11/2018" of the aforementioned Consolidated NFIS.

These responsibilities of the directors also include the design, implementation and maintenance of such internal control as is determined to be necessary to enable the Consolidated NFIS to be free from material misstatement, whether due to fraud or error.

The directors of Dorna Sports, S.L. are also responsible for defining, implementing, adapting and maintaining the management systems from which the information necessary for the preparation of the Consolidated NFIS is obtained.

Our Independence and Quality Management

We have complied with the independence and other ethical requirements of the International Code of Ethics for Professional Accountants (including International Independence Standards) issued by the International Ethics Standards Board for Accountants (IESBA Code), which is founded on fundamental principles of integrity, objectivity, professional competence and due care, confidentiality and professional behaviour.

Our firm applies International Standard on Quality Management (ISQM) 1, which requires the firm to design, implement and operate a system of quality management including policies or procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

Our engagement team consisted of professionals who are experts in reviews of non-financial information and, specifically, in information on economic, social and environmental performance.

Our Responsibility

Our responsibility is to express our conclusions in an independent limited assurance report based on the work performed. We conducted our work in accordance with the requirements established in International Standard on Assurance Engagements (ISAE) 3000 Revised, Assurance Engagements other than Audits or Reviews of Historical Financial Information, currently in force, issued by the International Auditing and Assurance Standards Board (IAASB) of the International Federation of Accountants (IFAC), and with the guidelines published by the Spanish Institute of Certified Public Accountants on attestation engagements regarding non-financial information statements.

The procedures performed in a limited assurance engagement vary in nature and timing from, and are less in extent than for, a reasonable assurance engagement and, consequently, the level of assurance obtained is substantially lower.

Our work consisted of making inquiries of management and the various units of Dorna Sports, S.L. and subsidiaries that participated in the preparation of the Consolidated NFIS, reviewing the processes used to compile and validate the information presented in the Consolidated NFIS, and carrying out the following analytical procedures and sample-based review tests:

- Meetings held with personnel of Dorna Sports, S.L. to ascertain the business model, policies and management approaches applied, and the main risks relating to these matters, and to obtain the information required for the external review.

- Analysis of the scope, relevance and completeness of the contents included in the 2024 Consolidated NFIS based on the materiality analysis performed by Dorna Sports, S.L. and described in section 1.1, taking into account the contents required under current Spanish corporate legislation.
- Analysis of the processes used to compile and validate the data presented in the 2024 Consolidated NFIS.
- Review of the information relating to risks and the policies and management approaches applied in relation to the material matters presented in the 2024 Consolidated NFIS.
- Verification, by means of sample-based review tests, of the information relating to the contents included in the 2024 Consolidated NFIS, and the appropriate compilation thereof based on the data furnished by information sources.
- Obtainment of a representation letter from the directors and management.

Conclusion

Based on the procedures performed in our verification and the evidence obtained, nothing has come to our attention that causes us to believe that the Consolidated NFIS of Dorna Sports, S.L. and subsidiaries for the year ended 31 December 2024 was not prepared, in all material respects, in accordance with the content specified in current Spanish corporate legislation and with the criteria of the selected GRI standards, as well as those criteria described as indicated for each matter in the "Contents required by Spanish Non-Financial Information and Diversity Law 11/2018" table of the aforementioned Consolidated NFIS.

Use and Distribution

This report has been prepared in response to the requirement established in corporate legislation in force in Spain and, therefore, it might not be appropriate for other purposes or jurisdictions.

DELOITTE AUDITORES, S.L.

Victoria López Téllez

May 29th, 2025

ESG
ANNUAL
REPORT
2024