

# GRUPO SANTANDER 2020 CARBON FOOTPRINT PROCEDURE AND REPORT



June 2021

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## Introduction

Grupo Santander pledges to reduce its carbon footprint and protect the environment. We base our environmental strategy on three areas:

- Reducing and offsetting CO<sub>2</sub> emissions.
- Reducing and managing waste responsibly.
- Raising employees' and other stakeholders' awareness of environmental issues.

We've been measuring our environmental footprint (energy consumption, waste and emissions) since 2001. Since 2011, our strict energy efficiency and sustainability initiatives have made sure we have the lowest possible impact on the environment.

We also made two pledges that affect the core markets where we operate (the "G10"):

• To be carbon neutral by 2020 through investment in emissions offsetting programmes.

• To consume electricity only from renewable sources by 2025.

## Purpose

This document summarizes how Group Santander measures its carbon footprint (as part of its environmental footprint) and offsets its emissions. Our carbon footprint covers all offices and branch networks in our 10 core markets: Argentina, Brazil, Chile, Germany, Mexico, Poland, Portugal, Spain, the UK and the US. It includes such greenhouse gases used in production, energy consumption and employee commuting as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>0).

To calculate our carbon footprint, we use the GHG Protocol, which sets out the principles and guidance for organizations preparing an emissions inventory and a greenhouse gas (GHG) emissions and removal report.

## CHAPTER 1 - GRUPO SANTANDER'S 2020 CARBON FOOTPRINT

## <u>Definition</u>

Grupo Santander's carbon footprint (the "Footprint") means the atmospheric emissions that stem from its internal operations.

The types of GHG emissions are:

• Scope 1 (direct): emissions that arise from own sources or from activities the organization controls. These include from stationary combustion, mobile sources

owned by the organization and fugitive emissions from fossil fuels like natural gas and diesel.

- Scope 2 (indirect): emissions that come from the organization's electricity and steam consumption from external sources.
- Scope 3 (other indirect): upstream and downstream emissions across the organization's value chain that come from assets not owned or controlled by it.

Grupo Santander's Footprint comprises all three emission types.

Annex III details the emission factors for each type.

The emissions we attribute to our Footprint can arise from energy consumption in our buildings, employee business travel (by plane or car) and commuting.

Further details on each scope are:

## Scope 1

## Emissions from natural gas consumption

- Definition: The atmospheric emissions from natural gas consumption at our offices and branches.
- Unit: Tons (t)
- Interval: Quarterly
- Methodology: Calculated in the Tool (defined below) using the subsidiaries' natural gas consumption and the emission factor that the reporting manager loads onto it. Thus, there is no requirement for them to add any further data.
- Considerations: The Group's environmental footprint manager updates the emission factor loaded onto the Tool every year so the calculation always uses the most recent figure.

## Emissions from diesel consumption

- Definition: The atmospheric emissions from diesel consumption at our offices and branches.
- Unit: Tons (t)
- Interval: Quarterly
- Methodology: Calculated in the Tool using the subsidiaries' diesel consumption and the emission factor that the reporting manager loads into it. Thus, there is no requirement for them to add any further data.

 Considerations: The Group's environmental footprint manager updates the emission factor loaded onto the Tool every year so the calculation always uses the most recent figure.

## Scope 2

## Emissions from electricity consumption

- Definition: The atmospheric emissions from electricity consumption at our offices and branches.
- Unit: Tons (t)
- Interval: Quarterly
- Methodology: Calculated in the Tool using the subsidiaries' electricity consumption and the emission factor that the reporting manager loads into it. Thus, there is no requirement for them to add any further data.
- Considerations: the Group's environmental footprint manager updates the emission factor loaded onto the Tool every year so the calculation always uses the most recent figure.

As electricity from renewable sources does not generate emissions, the Group's environmental footprint manager discards it from the emissions calculation.

## Scope 3

## Emissions from air travel

- Definition: The atmospheric emissions from employee air travel.
- Unit: Tons (t)
- Interval: Quarterly
- Methodology: Calculated in the Tool using the distance in kilometres that office and branch-based employees travel by aeroplane. Each subsidiary's reporting manager must provide these data:
  - Short-haul flights: the kilometres travelled within the same country.
  - Medium-haul: the kilometres travelled within the same continent.
  - Long-haul: the kilometres travelled from one continent to another.

The Tool calculates the total emissions with the short-, medium- and long-term data and the emission factor.

 Considerations: The Group's environmental footprint manager updates the emission factor loaded onto the Tool every year so the calculation always uses the most recent figure.

Air travel data may be cumulative per subsidiary and not broken down by each building or branch network. If so, we will report consumption in a single survey (preferably on the subsidiary's HQ).

## Emissions from car travel

- Definition: The atmospheric emissions from employee car travel.
- Unit: Tons (t)
- Interval: Quarterly
- Methodology: Calculated in the Tool using the distance in kilometres that office and branch-based employees travel by car. Each subsidiary's reporting manager must provide these data:
  - Petrol engines: the kilometres travelled by office and branchbased employees in petrol-engine cars.
  - Diesel engines: the kilometres travelled by office and branchbased employees in diesel-engine cars.

The Tool uses the kilometres travelled in petrol- and diesel-engine cars and the emission factor to calculate the total emissions. If the reporting manager does not have the split between petrol- and diesel-engine cars, they can use the percentages that the Group's environmental footprint manager provides (based on statistics available on the Internet).

- Considerations: The Group's environmental footprint manager updates the emission factor loaded onto the Tool every year so the calculation always uses the most recent figure.
- Car travel data may be cumulative per subsidiary and not broken down by each building or branch. If so, we will report consumption in a single survey (preferably on the subsidiary's HQ).

## Emissions from commuting

- Definition: The atmospheric emissions from employees travelling between their homes and the workplace.
- Unit: Tons (t)
- Interval: Quarterly

- Methodology: Calculated in the Tool using the distance in kilometres that employees travel between their homes and the workplace. Each subsidiary's reporting manager must provide these data:
  - Daily distance in petrol-engine cars to the workplace: Each employee's commute both ways in kilometres.
  - Number of working days in the quarter.
  - Number of parking spaces at the building the survey relates to. If some spaces aren't used during the quarter, we will take the average number of occupied spaces.
  - Daily distance in diesel-engine cars to the workplace: Each employee's commute both ways in kilometres.
  - Daily distance by bus to the workplace: Each employee's commute both ways in kilometres.
  - Daily distance by train to the workplace: Each employee's commute both ways in kilometres.

The Tool calculates total emissions based on the kilometres employees travel to commute and the emission factor. If the reporting manager does not have the split between petrol- and diesel-engine cars, they can use the percentages the Group environmental footprint manager provides (based on statistics available on the Internet).

 Considerations: The Group's environmental footprint manager updates the emission factor loaded onto the Tool every year so the calculation always uses the most recent figure.

This indicator is for offices only, given the difficulty in extracting the same information for branches.

## Carbon footprint reporting methodology

Grupo Santander has a global manager in charge of preparing and reviewing Footprint reports. They use the Green Building tool (the "Tool") to request information from the subsidiaries through surveys based on the Footprint indicators for each building and branch network.

Each subsidiary has a reporting manager who compiles all indicator data to respond to the buildings and branch network surveys that the global manager creates in the Tool.

The global manager reviews and combines the data, which are then audited and published in the Responsible Banking Report.

## Carbon footprint control

The global manager reviews the Footprint indicator data in line with the reporting intervals (quarterly or annually). The latest data for each building and branch network are compared year-on-year or to the previous period to spot any significant changes. The global manager will ask subsidiaries to explain any large differences and correct any misreported data. Once data are considered valid, they are recorded in the Tool and made available to auditors, who review and verify our Footprint as part of the Responsible Banking Report.

The global manager also updates the emission factors (usually once a year) to make sure we are using the most recent data.

In addition to the internal reviews, an external entity checks the Footprint data every year before producing a report that the Group publishes on its website. Our carbon footprint features in the Responsible Banking chapter of Grupo Santander's annual report.

## CHAPTER 2 - CARBON FOOTPRINT DATA

The carbon footprint data for 2020 are:

## ACTIVITY DATA

## Scope 1

Indicator	Volume	Units	Source
Natural gas consumption	10,394,668	m <sup>3</sup>	Utility company bills
Diesel consumption	981,267	litres	Utility company bills

## Scope 2

Indicator	Volume	Units	Source
Electricity consumption (non-renewables)	394,697,682	kWh	Utility company bills
Electricity consumption (renewables)	525,756,164	kWh	Utility company bills

Electricity consumed by each subsidiary that forms part of the Footprint scope:

Indicator   Volume   Units   Source
-------------------------------------

Electricity consumption (renewables) Germany	13,399,575	kWh	Utility company bills
Electricity consumption (renewables) Argentina	8,569,848	kWh	Utility company bills
Electricity consumption (renewables) Brazil	84,850,357	kWh	Utility company bills
Electricity consumption (renewables) Chile	6,898,254	kWh	Utility company bills
Electricity consumption (renewables) Spain	237,563,711	kWh	Utility company bills
Electricity consumption (renewables) Mexico	0	kWh	Utility company bills
Electricity consumption (renewables) Poland	28,888,018	kWh	Utility company bills
Electricity consumption (renewables) Portugal	25,401,925	kWh	Utility company bills
Electricity consumption (renewables) UK	94,490,220	kWh	Utility company bills
Electricity consumption (renewables) US	25,694,257	kWh	Utility company bills

## <u>Scope 3</u>

Indicator	Volume	Scope	Units	Source	
BUSINESS TRAVEL					
Short-haul flights	7,866,472	Buildings and branch networks	km	Data provided by partner travel agencies	
Medium-haul flights	24,513,922	Buildings and branch networks	km	Data provided by partner travel agencies	

Long-haul flights	17,384,236	Buildings and branch networks	km	Data provided by partner travel agencies
Travel by petrol- engine car	42,432,319	Buildings and branch networks	km	Internal app. Data provided by employees and statistics from subsidiaries' car parks
Travel by diesel- engine car	31,681,492	Buildings and branch networks	km	Internal app. Data provided by employees and statistics from subsidiaries' car fleet
	EMPLOY	EE COMMUTI	NG	
Petrol-engine car	54,865,561.55	Buildings	km	Estimate based on parking spaces at each building and subsidiaries' car fleet
Diesel-engine car	48,009,876.59	Buildings	km	Estimate based on parking spaces at each building and subsidiaries' car fleet
Natural gas- engine car	525,341.97	Buildings	km	Estimate based on parking spaces at each building and subsidiaries' car fleet
Bus	1,960,501	Buildings	km	Data calculated on the distance covered by employee shuttles and results of employee surveys
Train	8,004,346	Buildings	km	Data calculated on results from employee surveys

## EMISSION FACTORS

# <u>Scope 1</u>

Fuel	Emission factor	Units	Source
Natural gas	2.02266	kg CO <sub>zeq</sub> /m³	Defra 2020 ( <i>UK</i>
			Government GHG
			Conversion Factors for
			Company Reporting)
Diesel	2.75776	kg CO <sub>2eq</sub> /I	Defra 2020 ( <i>UK</i>
			Government GHG
			Conversion Factors for
			Company Reporting)

# <u>Scope 2</u>

Electricity (non- renewables)	Emission factor	Units	Source
Consumption Germany	0.4167	kg CO <sub>2eq</sub> /kWh	IEA 2019 (CO <sub>2</sub> emissions from fuel combustion 2019- HIGHLIGHTS report)
Consumption Argentina	0.3511	kg CO₂/kWh	IEA 2019 ("CO <sub>2</sub> emissions from fuel combustion 2019- HIGHLIGHTS report)
Consumption Brazil	0.1166	kg CO₂/kWh	IEA 2019 ("CO₂ emissions from fuel combustion 2019- HIGHLIGHTS report)
Consumption Chile	0.4351	kg CO₂/kWh	IEA 2019 ("CO₂ emissions from fuel combustion 2019- HIGHLIGHTS report)
Consumption Spain	0.2883	kg CO₂/kWh	IEA 2019 ("CO₂ emissions from fuel combustion 2019- HIGHLIGHTS report)
Consumption Mexico	0.4773	kg CO₂/kWh	IEA 2019 ("CO₂ emissions from fuel combustion 2019- HIGHLIGHTS report)
Consumption Poland	0.7094	kg CO₂/kWh	IEA 2019 ("CO <sub>2</sub> emissions from fuel

			combustion 2019-
			HIGHLIGHTS report)
			IEA 2019 ("CO <sub>2</sub>
Consumption	0 2588	$k \in \mathbb{C} \setminus \{k\} \setminus \{k\}$	emissions from fuel
Portugal	0.5588	kg CO <sub>2</sub> /kwii	combustion 2019-
			HIGHLIGHTS report)
	0.2453	kg CO₂/kWh	IEA 2019 ("CO <sub>2</sub>
Consumption			emissions from fuel
UK			combustion 2019-
			HIGHLIGHTS report)
			IEA 2019 ("CO <sub>2</sub>
Consumption US	0 4211		emissions from fuel
	0.4211	kg CO₂/kwn	combustion 2019-
			HIGHLIGHTS report)

## <u>Scope 3</u>

Mode of transport	Emission factor	Units	Source
	0.2442	kg CO <sub>2eq</sub> / km	Defra 2020 (UK
Short haul flights			Government GHG
Short-huur hights	0.2445		Conversion Factors for
			Company Reporting)
			Defra 2020 ( <i>UK</i>
Modium baul flights	0 15552	ka CO. /km	Government GHG
Medium-nuu nignis	0.15555	Kg CO <sub>2eq</sub> / KIII	Conversion Factors for
		Company Reporting)	
			Defra 2020 ( <i>UK</i>
Lopa-baul flights	0.19085	kg CO <sub>2eq</sub> / km	Government GHG
Long-nuur nights			Conversion Factors for
			Company Reporting)
			Defra 2020 ( <i>UK</i>
Potrol-opgino car	0 17/2	kg CO <sub>2eq</sub> / km	Government GHG
retroi-engine cui	0.1745		Conversion Factors for
			Company Reporting)
			Defra 2020 ( <i>UK</i>
	0 16944	ka CO /km	Government GHG
Diesel-engine cui	0.10044	Kg CO <sub>2eq</sub> / KIII	Conversion Factors for
			Company Reporting)
			Defra 2020 ( <i>UK</i>
Puc	0.479740	kg CO <sub>2eq</sub> / km	Government GHG
200			Conversion Factors for
			Company Reporting)

Train 0.02991			Defra 2020 (UK
	ka CO. / km	Government GHG	
	0.02331	Kg CO <sub>2eq</sub> / KIII	Conversion Factors for
			Company Reporting)

## <u>RESULTS</u>

Grupo Santander's total GHG emissions (scope 1, 2 and 3) were 194,159 t  $CO_{2eq}$  in 2020. They decreased by 41.6% from 332,387 t  $CO_{2eq}$  in 2019 mainly because offices and branches purchased more green energy. The covid-19 pandemic also left our buildings fully or partially empty and caused travel to nosedive.

The split between scope 1, 2 and 3 emissions under Grupo Santander's Footprint was:



## Split of GHG emissions



As the above graph shows, Scope 1 emissions equalled 24,818  $tCO_{2eq}$ . Natural gas accounted for 85%, diesel for 11%, and our vehicle fleet and liquefied petroleum gas (LPG) made up the difference.

## Scope 2 emissions

Scope 2 emissions equalled 128,633 tCO<sub>2</sub>, without electricity from renewable sources (which does not release emissions). 57.12% of the electricity we consumed in 2020 came from renewable sources.

#### Scope 3 emissions results



As the above graph shows, Scope 3 emissions equalled 40,708 tCO<sub>2eq</sub>. 22% of emissions were from air travel, 31% from car travel, 44% from car commutes, 2% from bus commutes, and 1% from train commutes. In 2020, emissions volumes and the split between them were unusual due to the covid-19 pandemic. Because we had cancelled most trips, travel emissions dropped significantly while emissions from commuting gained weight.

#### **CHAPTER 3 - OFFSETTING EMISSIONS**

Having calculated atmospheric emissions, Grupo Santander must offset the emissions it is unable to cut in order to achieve its carbon neutral objective. Therefore, we buy carbon offsets from providers that run offsetting programmes.

We calculate our estimated emissions for each financial year as close in time as possible to tender periods so that the carbon offsets we buy mirror the actual emissions we release.

#### <u>Tender</u>

To select programmes and providers in 2020:

- 1. we researched the market to find companies that offered carbon credits from offsetting initiatives;
- 2. we met with those companies to explain our carbon offset needs, preferences and requirements, which our Grupo Santander *Emissions offset strategy* sets out in addition to the desired location, verification and other aspects of offsetting programmes; and
- 3. we invited selected companies to take part in a tender with Aquanima. Our specifications detailed features we valued the most as well as our two-part selection process: first, assessing the companies and programmes' technical criteria and, second, analysing their economic proposals.

## Selection

After analysing proposals, we drafted a 2020 Offsetting Plan for the Group (G10). We took the each subsidiary's estimates for 2020 to determine how many carbon offsets we needed to purchase. We allocated an offsetting programme to each subsidiary, which signed carbon offset purchase agreements with each provider.

#### Achieving our carbon neutral objective

Grupo Santander becomes carbon neutral when we purchase enough carbon offsets to offset our emissions. In Q1 2021, we implemented an internal and external communications plan to announce that we had achieved our objective as well as which programmes we had invested in. We regularly ask providers to send information so we can monitor the programmes we invest in.

To remain carbon neutral, we must determine how much our emissions have increased and how many offsets we need to purchase.

We calculate our estimated emissions for each financial year as close in time as possible to tender periods so that the carbon offsets we buy mirror the actual emissions we release.

#### ANNEXES

#### Annex I - Green Building tool

Below are screenshots of the Green Building tool that we use to record and report on environmental footprint data.





There are four surveys, depending on whether the report relates to buildings or a branch network, and the indicators being reported on:

## <u>1 - Quarterly buildings survey:</u>

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<ul> <li>Environmental &amp; Risk Management</li> </ul>	Close Buildin	g Quarter !	Survey				0	le ⊳
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	9821 9826	2020	Eirst Quarter Eirst Quarter	Created by: Edited by:	TARAZONA OLI, CRISTIN- 103401 TARAZONA OLI, CRISTIN- 103401	Date created Date edited	21/07/2020 06/02/2021	
Config:	9827	2020	Eirst Quarter	Completed by:	TARAZONA OLI, CRISTIN- 103401	Date completed	06/02/2021	
Configure Green Building Parameters Energy Grid Emissions	9828 9829	2020 2020	First Quarter First Quarter	Closed by:	TARAZONA OLI, CRISTIN- 103401	Date closed	06/02/2021	
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Reporting:	9834 9835	2020	Eirst Quarter Eirst Quarter	Distances:	5	Warking days nor gungter for individual care (unite)	60	
<ul> <li>Survey summary report</li> <li>Survey Results report</li> </ul>	9836 9837	2020	First Quarter First Quarter	Parking spaces in building (units)	1,715	Daily distance by diesel car to working place (km)	10	_
<ul> <li>Transfer Green Surveys to Log Report</li> <li>Survey Historical report</li> </ul>	9838 9839	2020 2020	First Quarter First Quarter	Daily distance by bus to working place (km) Daily distance by train to working place (km)	236 0	Working days per quarter for bus and train (units) People travel by train per quarter (units)	60 0	-
	<u>9840</u> <u>9841</u>	2020 2020	Eirst Quarter Eirst Quarter	Diesel car travelling (km) Short distance plane travelling (km)	4,283,587	Petrol car travelling (km) Medium distance plane travelling (km)	1,924,510	-
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## <u>2 - Annual buildings survey:</u>

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Configure Green Building Parameters	10300	2020	TARAZONA C	Closed by:	TARAZONA OLI, CRISTIN- 103401	Date closed	09/02/2021		
Energy Grid Emissions	10302	2020	TARAZONAC						
Define Footprint Scenarios	10303	2020	TARAZONAC	Supplies:					
Define Geographic Locations	10304	2020	TARAZONAC	Water (cubic meters)	4,188	Certified paper (kg)	0		
Define Locations	10305	2020	TARAZONAC	Not certified paper (kg)	0	Recycled paper (kg)	0		
<ul> <li>Deline Equipment</li> </ul>	10300	2020	TARAZONAL						
Reporting:	10307	2020	TARAZONAC	Waste:					
Contraction of the second seco	10300	2020	TARAZONAC	Paper and cardboard (kg)	7,912	Plastic, containers, cans (kg)	0		
Survey summary report	10344	2020	TARAZONAC	Glass (kg)	0	Landlines (units)	0		
Transfer Green Surveys to Log Report	10345	2020	TARAZONA	Mobile phones (units)	0	Computers (units)	0		
<ul> <li>Survey Historical report</li> </ul>	10401	2020	TARAZONA	Lantone (unite)	0	Printers, fax and photocopiers (units)	0		
				Other Electrical and electropic waste (unite)	0	r mitera, rax and protocopiers (units)	•		
				Other Electrical and electronic waste (units)	U				
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## <u>3 - Quarterly branch network survey:</u>

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<ul> <li>Environmental &amp; Risk Management</li> </ul>	View Network Quarter Survey					Ð	
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Reporting:  Survey summary report  Survey Results report  Transfer Green Surveys to Log Report		Distances: Diesel car travelling (km) Short distance plane travelling (km) Long distance plane travelling (km)	0 0 0	Petrol car travelling (km) ( Medium distance plane travelling (km) (	) )		
<ul> <li>Survey Historical report</li> </ul>	4						

## <u>4 - Annual branch network survey:</u>

global facilities				N90180_GB ▼ Find a form or rep	Sig ort	<u>n Out Help</u>
<ul> <li>Environmental &amp; Risk Management</li> </ul>	View Network Annual Survey					
▲ Green Building	Filter				Sł	how Clear
Green Building Administration Create Network Quarter Survey Create Building Quarter Survey Create Building Quarter Survey Create Building Amount Survey	Scenario code Survey Status	Employee code T	ARAZONA OLI, CRISTIN- 103401	Year 2020	•	
Close Network Quarter Survey     Close Network Quarter Survey     Close Network Annual Survey	Select Survey	Survey				
Close Building Quarter Survey	Site code: E[2] All[2]	Green Building survey code	10294	Scenario code	2020	
Close Building Annual Survey	survey code  Year Employee code	Employee code	TARAZONA OLI, CRISTIN- 103401	Survey Status	CLOSED	$\sim$
View Network Quarter Survey View Network Annual Survey View Building Quarter Survey	10294 2020 TARAZONA OLI, CRISTIN- 10340	Country code Year	ESP 2020 ~	Site code	ES.RED.SAN	ITANDER
View Building Annual Survey	10301 2020 TARAZONA OLI, CRISTIN- 10340	Created by	TARAZONA OLI, CRISTIN- 103401	Date created	10/12/2020	
		Edited by	TARAZONA OLI, CRISTIN- 103401	Date edited	01/01/2021	
Config		Completed by	TARAZONA OLI, CRISTIN- 103401	Date completed	01/01/2021	
Configure Green Building Parameters		Closed by	TARAZONA OLI, CRISTIN- 103401	Date closed	01/01/2021	
Define Footprint Scenarios		Water (subia matera)	262 204	Codified paper (kg)	0	
Define Geographic Locations		Not certified paper (kg)	0	Becycled paper (kg)	0	
Define Equipment						
		Waste				
Reporting:		Paper and cardboard (kg)	1,943,703	Plastic, containers, cans (kg)	0	
<ul> <li>Survey summary report</li> </ul>		Glass (kg)	0	Landlines (units)	0	
<ul> <li>Survey Results report</li> <li>Transfer Green Surveys to Log Report</li> </ul>		Mobile phones (units)	0	Computers (units)	0	
Survey Historical report		Other Electrical and electronic waste (units)	0	Printers, tax and photocopiers (units)	U	
	<	4				





