



# GRUPO SANTANDER 2021 CARBON FOOTPRINT PROCEDURE AND REPORT



April 2022

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## Introduction

Grupo Santander is truly compromised with the protection of the Environment, reducing the impact its activity has in it. 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 Grupo 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>O).

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.

All the information needed for the data compilation and the calculation of Grupo Santander's Environmental Footprint is reported through the internal tool: Service Now (hereinafter the Tool), available in all the countries within the boundaries of this Footprint. More information about this Tool is included in Annex I.

## CHAPTER 1- GRUPO SANTANDER'S 2021 CARBON FOOTPRINT PROCEDURE

### Carbon Footprint definition

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.

Regarding scope 1 emissions, the emissions associated to leaks of cooling gases are not calculated, only the ones generated from fossil fuels consumption. The emissions from leaks of cooling gases (fugitive emissions) are, in every case, a minority compared to the Scope 1 emissions (those from fossil fuels consumption).

Grupo Santander's Footprint comprises all three emission types which are explained in detail below.

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:

#### 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.

#### Emission from Naphtha consumption

- Definition: The atmospheric emissions from the naphtha consumption at our offices and branches.
- Unit: Tons (t)
- Interval: Quarterly
- Methodology: Calculated in the Tool the subsidiaries' naphtha 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:

##### 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:

#### 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 airplane. 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 branch-based employees in petrol-engine cars.
  - Diesel engines: the kilometres travelled by office and branch-based 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 in natural gas-engine cars to the workplace: Each employee's commute both ways in kilometres.
- Daily distance in hybrid-engine cars to the workplace: Each employee's commute both ways in kilometres.
- Daily distance in plug-in hybrid-engine cars to the workplace: Each employee's commute both ways in kilometres.
- Daily distance in LPG-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.
- Number of employees who travel by train to the workplace.

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/diesel/natural gas/ hybrid/ plug-in hybrid/GPL 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. As explained previously he uses the *Service Now* 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 controls

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 activity data

Indicator	Volume	Units	Source
Natural gas consumption	11,166,446	m3	Utility company bills
Diesel consumption	738,264	litres	Utility company bills
Naphtha consumption	406,351	litres	Utility company bills
Petrol Liquid Gas consumption	50,756	litres	Utility company bills
Car diesel consumption	14,327	litres	Utility company bills

#### Scope 2 activity data

Indicator	Volume	Units	Source
Electricity consumption (non-renewables)	226,750,518	kWh	Utility company bills
Electricity consumption (renewables)	675,782,436	kWh	Utility company bills

-Electricity consumption (renewables)

Indicator	Volume	Units	Source
Electricity consumption (renewables) Germany	13,028,164	kWh	Utility company bills
Electricity consumption (renewables) Argentina	12,876,276	kWh	Utility company bills
Electricity consumption (renewables) Brazil	133,982,623	kWh	Utility company bills
Electricity consumption (renewables) Chile	6,400,741	kWh	Utility company bills
Electricity consumption (renewables) Spain	213,346,995	kWh	Utility company bills
Electricity consumption (renewables) Mexico	129,299,099	kWh	Utility company bills
Electricity consumption (renewables) Poland	25,164,819	kWh	Utility company bills
Electricity consumption (renewables) Portugal	20,700,361	kWh	Utility company bills
Electricity consumption (renewables) UK	88,819,961	kWh	Utility company bills
Electricity consumption (renewables) US	32,163,397	kWh	Utility company bills

-Electricity consumption (non-renewables)

Indicator	Volume	Units	Source
Electricity consumption (non-renewables) Germany	0	kWh	Utility company bills

Electricity consumption (non-renewables) Argentina	51,505,104	kWh	Utility company bills
Electricity consumption (non-renewables) Brazil	118,814,779	kWh	Utility company bills
Electricity consumption (non-renewables) Chile	16,459,047	kWh	Utility company bills
Electricity consumption (non-renewables) Spain	0	kWh	Utility company bills
Electricity consumption (non-renewables) Mexico	0	kWh	Utility company bills
Electricity consumption (non-renewables) Poland	5,184,477	kWh	Utility company bills
Electricity consumption (non-renewables) Portugal	0	kWh	Utility company bills
Electricity consumption (non-renewables) UK	0	kWh	Utility company bills
Electricity consumption (non-renewables) US	34,787,111	kWh	Utility company bills

### Scope 2 activity data

Indicator	Volume	Units	Source	Indicator
<b>BUSINESS TRAVEL</b>				
Short-haul flights	6,135,295	Buildings and branch networks	km	Data provided by partner travel agencies
Medium-haul flights	22,873,678	Buildings and branch networks	km	Data provided by partner travel agencies
Long-haul flights	11,999,643	Buildings and	km	Data provided by partner travel agencies

		branch networks		
Travel by petrol-engine car	49,895,707	Buildings and branch networks	km	Internal app. Data provided by employees and statistics from subsidiaries' car parks
Travel by diesel-engine car	21,714,025	Buildings and branch networks	km	Internal app. Data provided by employees and statistics from subsidiaries' car fleet
<b>EMPLOYEE COMMUTING</b>				
Petrol-engine car	42,255,957.83	Buildings	km	Estimate based on parking spaces at each building and subsidiaries' car fleet
Diesel-engine car	43,169,543	Buildings	km	Estimate based on parking spaces at each building and subsidiaries' car fleet
Natural gas-engine car	440,325	Buildings	km	Estimate based on parking spaces at each building and subsidiaries' car fleet
Hybrid engine car	1,102,961	Buildings	km	Estimate based on parking spaces at each building and subsidiaries' car fleet
Plug-in Hybrid engine car	108,772	Buildings	km	Estimate based on parking spaces at each building and subsidiaries' car fleet
Electric engine car	194,500	Buildings	km	Estimate based on parking spaces at each building and

				subsidiaries' car fleet
GLP engine car	306,149	Buildings	km	Estimate based on parking spaces at each building and subsidiaries' car fleet
Bus	1,670,239	Edificios	Km	Data calculated on the distance covered by employee shuttles and results of employee surveys
Train	1,434,506	Edificios	km	Data calculated on results from employee surveys

## EMISSION FACTORS

### Emissions factors Scope 1

Fuel	Emission factor	Units	Source
Natural gas	2.02135	kg CO <sub>2eq</sub> /m <sup>3</sup>	Defra 2021 (UK Government GHG Conversion Factors for Company Reporting)
Diesel	2.75857	kg CO <sub>2eq</sub> /l	Defra 2021 (UK Government GHG Conversion Factors for Company Reporting)
Liquid Gas Petrol	1.55709	kg CO <sub>2eq</sub> /l	Defra 2021 (UK Government GHG Conversion Factors for Company Reporting)
Nafta	2.11926	kg CO <sub>2eq</sub> /l	Defra 2021 (UK Government GHG Conversion Factors for Company Reporting)
Petrol (100% mineral)	2.33969	kg CO <sub>2eq</sub> /l	Defra 2021 (UK Government GHG Conversion Factors for Company Reporting)

Car diesel	2.70553	kg CO <sub>2eq</sub> /l	Defra 2021 (UK Government GHG Conversion Factors for Company Reporting)
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### Emissions factors Scope 2

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

			Combustion 2019-HIGHLIGHTS")
Consumption Portugal	0.3588	kg CO <sub>2</sub> /kWh	IEA 2019 (Informe "CO <sub>2</sub> emissions from fuel Combustion 2019-HIGHLIGHTS")
Consumption UK	0.2453	kg CO <sub>2</sub> /kWh	IEA 2019 (Informe "CO <sub>2</sub> emissions from fuel Combustion 2019-HIGHLIGHTS")
Consumption US	0.4211	kg CO <sub>2</sub> /kWh	IEA 2019 (Informe "CO <sub>2</sub> emissions from fuel Combustion 2019-HIGHLIGHTS")

### Emissions factors Scope 3

Mode of transport	Emission factor	Units	Source
Short-haul flights	0.24587	kg CO <sub>2eq</sub> /km	Defra 2021 (Informe "UK Government GHG Conversion Factors for Company Reporting")
Medium-haul flights	0.15353	kg CO <sub>2eq</sub> /km	Defra 2021 (Informe "UK Government GHG Conversion Factors for Company Reporting")
Long-haul flights	0.19309	kg CO <sub>2eq</sub> /km	Defra 2021 (Informe "UK Government GHG Conversion Factors for Company Reporting")
Petrol-engine car	0.17431	kg CO <sub>2eq</sub> /km	Defra 2021 (Informe "UK Government GHG Conversion Factors for Company Reporting")
Diesel-engine car	0.16843	kg CO <sub>2eq</sub> /km	Defra 2021 (Informe "UK Government GHG Conversion Factors for Company Reporting")
Natural gas engine	0.17624	kg CO <sub>2eq</sub> /km	Defra 2021 (Informe "UK Government GHG

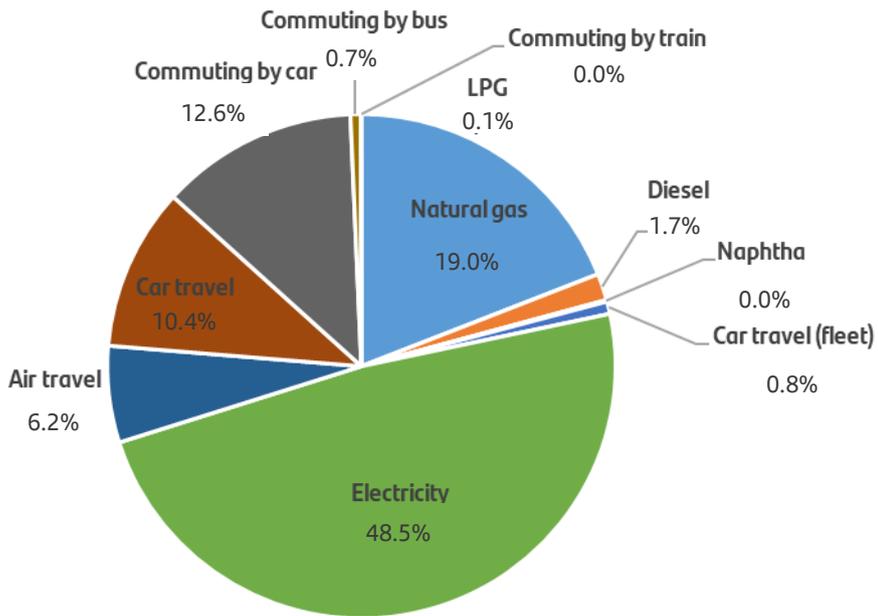
			<i>Conversion Factors for Company Reporting")</i>
Hybrid engine car	0.11952	kg CO <sub>2eq</sub> /km	Defra 2021 (Informe "UK Government GHG Conversion Factors for Company Reporting")
Plug-in hybrid engine car	0.09694	kg CO <sub>2eq</sub> /km	Defra 2021 (Informe "UK Government GHG Conversion Factors for Company Reporting")
GLP engine car	0.19828	kg CO <sub>2eq</sub> /km	Defra 2021 (Informe "UK Government GHG Conversion Factors for Company Reporting")
Bus	0.471310	kg CO <sub>2eq</sub> /km	Defra 2021 (Informe "UK Government GHG Conversion Factors for Company Reporting")
Train	0.02813	kg CO <sub>2eq</sub> /km	Defra 2021 (Informe "UK Government GHG Conversion Factors for Company Reporting")
Electric engine car	0.05477	kg CO <sub>2eq</sub> /km	Defra 2021 (Informe "UK Government GHG Conversion Factors for Company Reporting")

## RESULTS

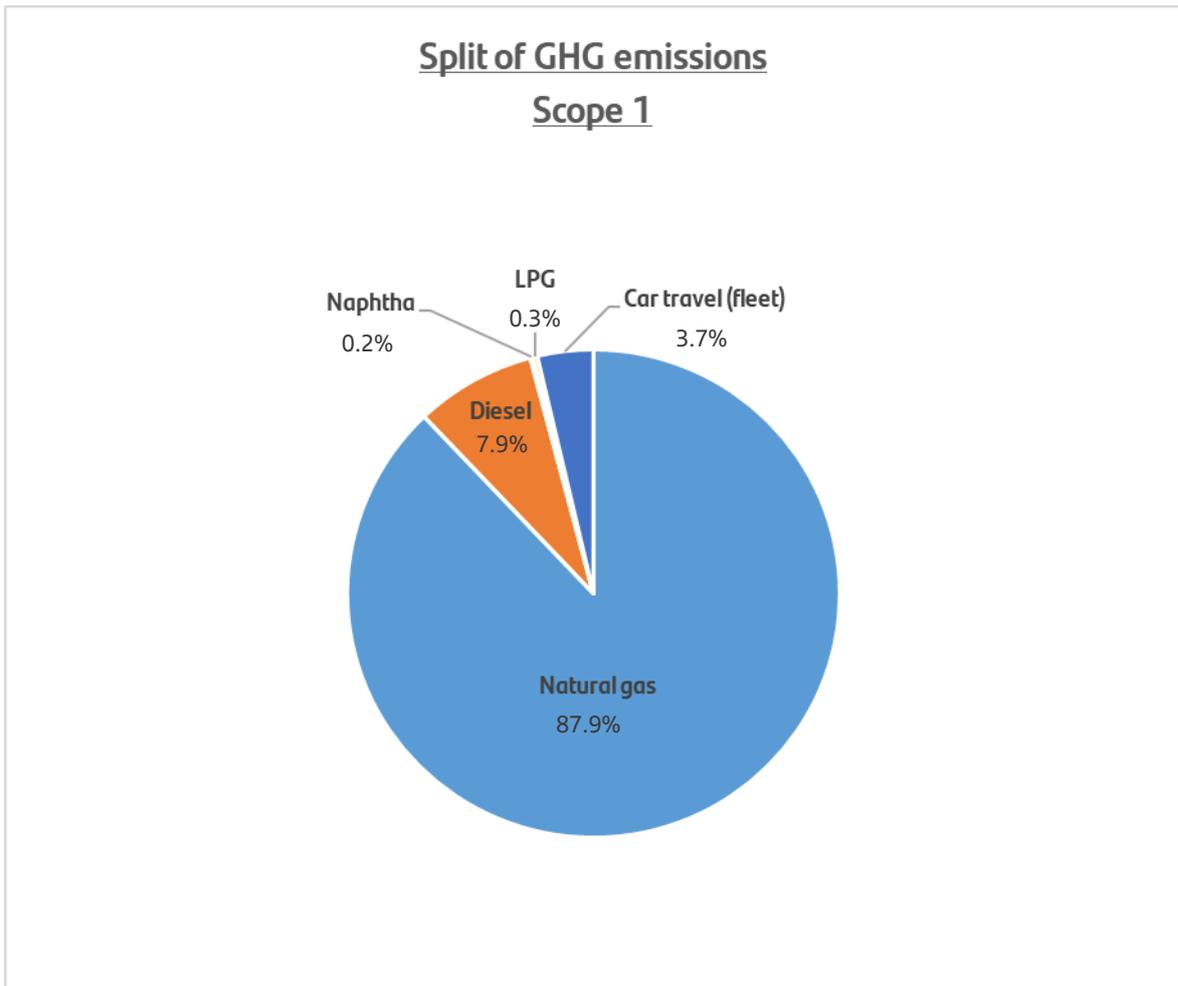
Grupo Santander's total GHG emissions (calculated according to the market-based approach) were 118,517 t CO<sub>2eq</sub> for 2021 including Scope 1, 2 and 3, having decreased 39% compared to 2020 when the emissions reached 194,159 t CO<sub>2eq</sub>. This decrease was due, among other reasons, to the green energy purchasing for offices and branches. Also, the situation caused by the Covid-19 pandemic which started in 2020 has continued during 2021 regarding de partial or total inoccupation of offices and branches as well as the drastic reduction of travelling.

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

**Split of GHG emissions**



## Scope 1 emissions

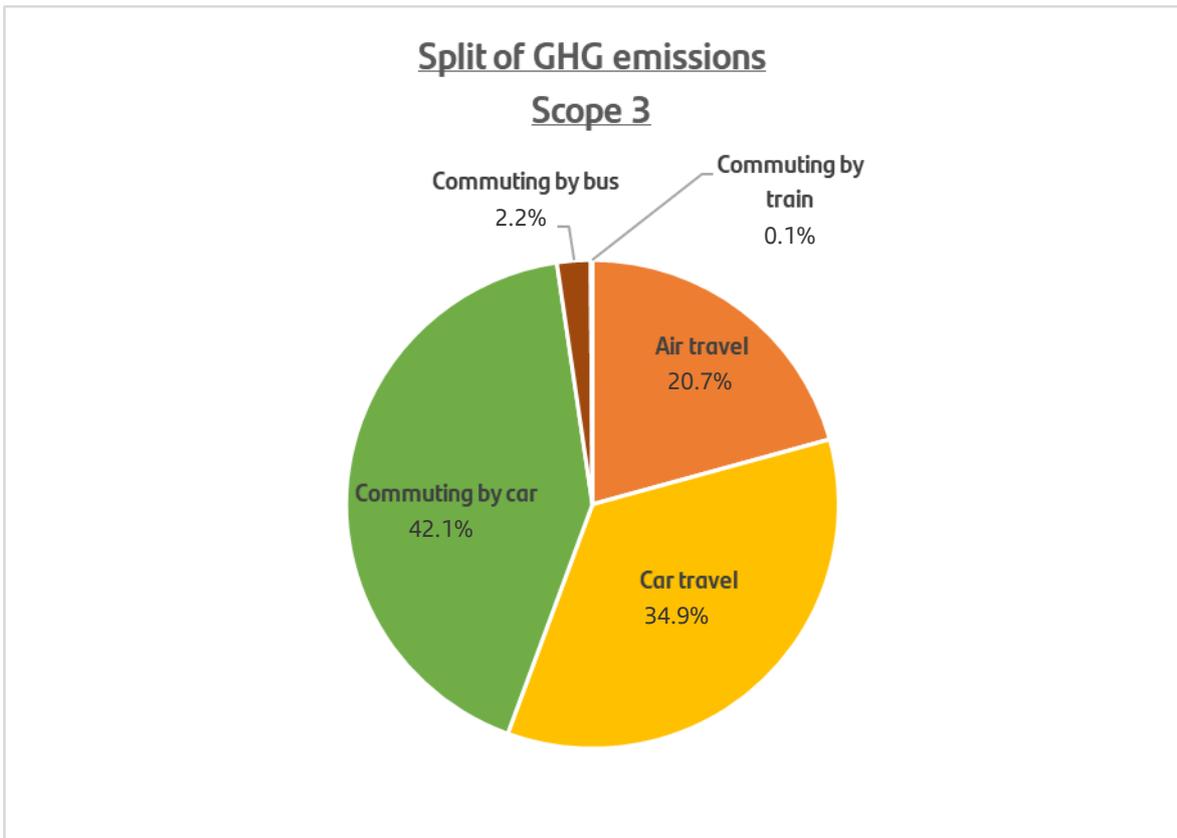


As the above graph shows, Scope 1 emissions equaled 25,672 tCO<sub>2eq</sub>, being 88% of these emissions caused by natural gas consumption, 8% caused by diesel consumption and our vehicle fleet and liquefied petroleum gas (LPG) made up the difference.

## Scope 2 emissions

Scope 2 emissions (calculated according to the approach “market-based”) equaled 57,425 tCO<sub>2</sub>. In this calculation the renewable electricity has been considered, as it doesn’t produce emissions. This type of electricity represented 74.9% of the total amount of electricity consumed in 2021.

## Scope 3 emissions results



As the above graph shows, Scope 3 emissions equaled 35,420 tCO<sub>2eq</sub>. 21% of these emissions were from air travel, 35% from car travel, un 42% from car commutes, 2% from bus commutes, and 0.1% from train commutes. It is worth mentioning that in 2021 emissions volumes and the split between them were unusual due to the covid-19 pandemic which started in 2020 and has continued throughout the year 2021. 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.

### [Tender](#)

To select programmes and providers in 2021:

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, analyzing their economic proposals.

### [Selection](#)

After analyzing proposals, we drafted a 2021 Offsetting Plan for the Group (G10). We took each subsidiary's estimates for 2021 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. As part of the Responsible Banking chapter of the Annual Report, In February 2022 the Carbon Footprint of Grupo Santander was published, detailing the projects from which carbon credits had been acquired to keep on fulfilling the carbon neutral goal. 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- Service Now Tool

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

The screenshot shows the 'Self Service' interface. The left sidebar contains navigation options like 'Inicio', 'Portal FM', and 'Footprint cases new'. The main content area has three sections:

- Mis incidentes por estado:** No hay datos que mostrar.
- Mis elementos solicitados:** Filter: Todos > Activas = true > Solicitud Previsto para = CRISTINA TARAZONA OLIVEROS. Table headers: Número, Catálogo, Elemento, Aprobación, Cantidad, Etapa. Content: No hay ningún registro que mostrar.
- Mis incidentes abiertos:** Filter: Todos > Activas = true > Solicitante = CRISTINA TARAZONA OLIVEROS. Table headers: Número, Abierto, Breve descripción, Solicitante, Prioridad, Estado, Categoría, Grupo de asignación, Asignado a, Actualizado, Actualizado. Content: No hay ningún registro que mostrar.

The screenshot shows the 'Footprint cases' page. The left sidebar is the same as in the previous screenshot. The main content area shows a table of cases with the following data:

Number	State	Assigned to	Assignment group	Building	Country	Description	Facility group	Period type	Year	Quarter
EPC0000003	In Review (vacío)	Sostenibilidad	(vacío)	España	prueba.	(GB) LGS	Quarterly	2022	Q1	
EPC0000004	In Review (vacío)	Sostenibilidad	(vacío)	España	nada.	(GB) LPD Santander	Quarterly	2022	Q1	

There are two types of surveys, depending on whether the report relates to a quarter or to the whole year:

### 1 - Quarterly buildings or retail network survey:

Inicio > Gestión de las instalaciones > Hacer una Solicitud > Environmental Footprint > Environmental footprint

Buscar

Expandir / Colapsar

\* Pais: Brasil

\* Period type: Quarterly

\* Facility group: Casa 1 (CPD)

\* Edificio: [Empty]

\* Year: 2022

\* Quarter: Q1

\* Observaciones: [Empty]

Inputs

\* Renewable electricity consumption (kWh) Brazil: [Empty]

\* Not renewable electricity consumption (kWh) Brazil: [Empty]

\* Natural gas consumption (cubic meters): [Empty]

\* Gasoil consumption (litres): [Empty]

\* Naphtha consumption (litres): [Empty]

Inicio > Gestión de las instalaciones > Hacer una Solicitud > Environmental Footprint > Environmental footprint

Buscar

Expandir / Colapsar

\* Pais: Brasil

\* Period type: Quarterly

\* Facility group: Red Santander Brasil GB

\* Edificio: [Empty]

\* Year: 2022

\* Quarter: Q1

\* Observaciones: [Empty]

Inputs

\* Renewable electricity consumption (kWh) Brazil: [Empty]

\* Not renewable electricity consumption (kWh) Brazil: [Empty]

\* Natural gas consumption (cubic meters): [Empty]

\* Gasoil consumption (litres): [Empty]

\* Naphtha consumption (litres): [Empty]

## 2-Annual building or retail network survey:

Expandir / Colapsar

\* Pais  ▾

\* Period type  ▾

\* Facility group  × ▾

Edificio  ▾

\* Year  × ▾

\* Observaciones

Inputs

\* Certified paper (kg)

\* Not certified paper (kg)

\* Recycled paper (kg)

\* Paper and cardboard waste (kg)

\* Water consumption (cubic metres)

Expandir / Colapsar

\* Pais  ▾

\* Period type  ▾

\* Facility group  × ▾

Edificio  ▾

\* Year  × ▾

\* Observaciones

Inputs

\* Certified paper (kg)

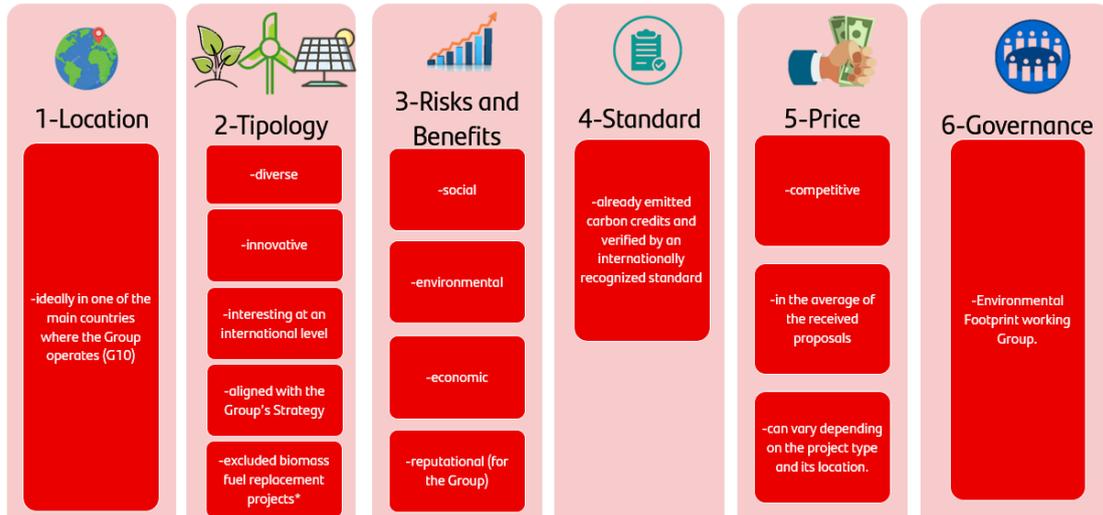
\* Not certified paper (kg)

\* Recycled paper (kg)

\* Paper and cardboard waste (kg)

\* Water consumption (cubic metres)

## Annex II - Grupo Santander emissions offsetting strategy



Each country will assume the cost of offsetting its own 2021 estimated emissions through a specific contract with the supplier of the chosen project.

\* There is no unanimity regarding the benefits of these projects: they require deforestation so they decrease CO<sub>2</sub> absorption capacity, they send CO<sub>2</sub> back to the atmosphere, they are more expensive than other projects, they have a big environmental impact due to the wood's transportation, they increase the dependency of other countries for energy production, etc.