

Direct and indirect greenhouse gas emissions¹ (GHG emissions) of Commerzbank AG

 VfU 2018²

t CO ₂ equivalents	2018		2019		2020 ³	
	AG Germany	AG abroad	AG Germany	AG abroad	AG Germany	AG abroad
SCOPE 1: DIRECT GHG EMISSIONS						
Energy supply	21,306	536	21,216	739	19,365	738
Natural gas	20,478	470	20,523	714	18,678	702
Heating oil	706	50	618	0	653	0
Diesel for back-up power ⁴	122	15	76	25	34	36
Business travel (company car)	15,190	201	14,122	128	7,848	101
Bank vehicles ⁵	14,355	158	13,496	79	7,634	79
Pool vehicles	836	44	626	48	213	22
Coolant and extinguishing agent losses	183	36	767	29	112	149
Coolant	183	36	767	29	112	149
Fire extinguishing agent	0	0	0	0	0	0
Total Scope 1	36,680	744	36,106	895	27,325	988
Total Scope 1 AG	37,453		37,001		28,313	
SCOPE 2: INDIRECT GHG EMISSIONS (MARKET-BASED)						
Energy supply	7,728	5,597	7,205	7,888	7,142	5,121
Electricity	0	5,465	0	7,519	6	4,903
District heating	7,728	133	7,205	369	7,136	218
Total Scope 2 (market-based)	7,728	5,597	7,205	7,888	7,142	5,121
Total Scope 2 AG	13,326		15,094		12,263	
SCOPE 2: INDIRECT GHG EMISSIONS (LOCATION-BASED)						
Energy supply	88,629	7,688	91,129	7,153	71,644	6,259
Electricity	80,900	7,556	83,924	6,784	64,502	6,041
District heating	7,728	133	7,205	369	7,142	218
Total Scope 2 (location-based)	88,629	7,688	91,129	7,153	71,644	6,259
Total Scope 2 AG	96,317		98,282		77,903	
SCOPE 3: OTHER INDIRECT GHG EMISSIONS						
Paper consumption	5,209	110	4,493	110	3,601	45
Energy supply	9,465	1,228	10,408	1,802	8,727	1,381
Natural gas (in upstream and downstream emissions)	5,979	137	5,620	196	5,115	192
Heating oil (in upstream and downstream emissions)	128	9	122	0	129	0
Diesel back-up power (in upstream and downstream emissions)	22	3	15	5	7	7
District heating (in upstream and downstream emissions)	2,181	37	3,574	71	1,823	74
Electricity from renewable energies (pre-products and conversion losses)	1,155	1,041	1,077	1,531	1,004	901
Energy mix (home offices)					649	207
Business travel with indirect impact	13,032	3,424	13,075	3,997	5,639	706
Air travel ⁶	2,907	3,201	3,516	3,791	380	571
Rail travel	698	42	327	29	70	9
Greenhouse gas emissions of up- and downstream emissions from direct road traffic	7,095	150	6,822	97	3,794	76
Business trips with indirect impact	2,333	31	2,409	81	1,395	50
Logistic journeys	3,971	-	3,866	-	3,781	-
Commuting travel ⁶	32,546	-	33,411	-	19,216	-
Water ⁷	269	20	336	35	141	23
Waste disposal	140	163	74	185	83	128
Total Scope 3	64,632	4,945	65,664	6,130	41,188	2,284
Total Scope 3 AG	69,577		71,793		43,472	
Total overall (Scope 1, 2, 3)	109,040	11,316	108,974	14,913	75,656	8,392
Total overall (Scope 1, 2, 3) total AG	120,356		123,888		84,048	

¹ Commerzbank AG Germany's consumption data, the data collection mode and the calculated CO₂ emissions have been verified since 2009 by the external company DNV GL Business Assurance Zertifizierung und Umweltgutachter GmbH. Since 2010, the verification process has been based on ISO 14064-3.

² For the year under review from 1 January to 31 December 2020, the current expanded VfU standard (version 1.3) of 2019 was used to calculate carbon emissions. It is based on international environmental and climate reporting standards such as GRI and the GHG Protocol.

³ A projection was used for one service provider of Commerzbank AG Germany as no data was supplied.

⁴ Business travel accounted for 53.52% of bank vehicle use in 2020.

⁵ Reduction at Commerzbank AG Germany is due to the new Corporate car sharing model. For 2020, only those vehicles that could be registered online could be included into the calculation.

⁶ Paper consumption was reduced in all areas, mainly in external print-products and at account statement printers.

⁷ Increase is due to the rise of the emission factor for district heating (standard Germany) by approx. 10%.

⁸ Increase is due to the first time division into economy, business and first class categories which have different emission factors.

⁹ The calculation is based the latest data provided by the Federal Statistical Office and on the basis of the average number of full-time equivalents in 2020. The increase results from a considerable change in the average commuter distance.

¹⁰ Increase is due to optimised data basis and an improved system for projections.