Direct and indirect greenhouse gas emissions[1] (GHG emissions) of Commerzbank AG

t CO_2 equivalents	2017		2018		2019[2]	
	AG Germany	AG abroad	AG Germany	AG abroad	AG Germany	AG abroad
SCOPE 1: DIRECT GHG EMISSIONS						
Energy supply	22,699	1,519	21,306	536	21,216	739
Natural gas	21,770	1,429	20,478	470	20,523	714
Heating oil	843	50	706	50	618	0
Diesel for back-up power[3]	86	40	122	15	76	25
Business travel (company car)	15,905	280	15,190	201	14,122	128
Bank vehicles[4]	15,002	222	14,355	158	13,496	79
Pool vehicles[5]	903	58	836	44	626	48
Coolant and extinguishing agent losses	347	0	183	36	767	29
Coolant	347	–	183	36	767	29
Fire extinguishing agent	0	–	0	0	0	0
Total Scope 1	**38,951**	**1,798**	**36,680**	**744**	**36,106**	**895**
Total Scope 1 AG	**40,749**		**37,453**		**37,001**	
SCOPE 2: INDIRECT GHG EMISSIONS (MARKET-BASED)						
Energy supply	8,249	5,102	7,728	5,597	7,205	7,888
Electricity	0	4,928	0	5,465	0	7,519
District heating	8,249	174	7,728	133	7,205	369
Total Scope 2 (market-based)	**8,249**	**5,102**	**7,728**	**5,597**	**7,205**	**7,888**
Total Scope 2 AG	**13,351**		**13,326**		**15,094**	
SCOPE 2: INDIRECT GHG EMISSIONS (LOCATION-BASED)						
Energy supply	88,990	11,858	88,629	7,688	91,129	7,153
Electricity	80,741	11,684	80,900	7,556	83,924	6,784
District heating	8,249	174	7,728	133	7,205	369
Total Scope 2 (location-based)	**88,990**	**11,858**	**88,629**	**7,688**	**91,129**	**7,153**
Total Scope 2 AG	**100,848**		**96,317**		**98,282**	
SCOPE 3: OTHER INDIRECT GHG EMISSIONS						
Paper consumption[6]	6,536	132	5,209	110	4,493	110
Energy supply	10,005	1,756	9,465	1,228	10,408	1,802
Natural gas (in upstream and downstream emissions)	6,356	417	5,979	137	5,620	196
Heating oil (in upstream and downstream emissions)	153	9	128	9	122	0
Diesel back-up power (in upstream and downstream emissions)	15	7	22	3	15	5
District heating (in upstream and downstream emissions)[7]	2,328	49	2,181	37	3,574	71
Electricity from renewable energies (pre-products and conversion losses)	1,153	1,273	1,155	1,041	1,077	1,531
Business travel with indirect impact	13,770	4,413	13,032	3,424	13,075	3,997
Air travel[8]	3,232	4,110	2,907	3,201	3,516	3,791
Rail travel	779	60	698	42	327	29
Greenhouse gas emissions of up- and downstream emissions from direct road traffic	7,429	203	7,095	150	6,822	97
Business trips with indirect impact	2,330	40	2,333	31	2,409	81
Logistic journeys	4,058	–	3,971	–	3,866	–
Commuting travel[9]	34,510	–	32,546	–	33,411	–
Water[10]	275	26	269	20	336	35
Waste disposal	130	258	140	163	74	185
Total Scope 3	**69,283**	**6,584**	**64,632**	**4,945**	**65,664**	**6,130**
Total Scope 3 AG	**75,868**		**69,577**		**71,793**	
Total overall (Scope 1, 2, 3)	**116,483**	**13,484**	**109,040**	**11,316**	**108,974**	**14,913**
Total overall (Scope 1, 2, 3) total AG	**129,967**		**120,356**		**123,888**	

[1] Commerzbank AG Germany's consumption data, the data collection mode and the calculated CO_2 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 2019, the current expanded VfU standard (version 1.3) of 2018 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 2019.

[5] Reduction at Commerzbank AG Germany is due to the new Corporate car sharing model. For 2019, 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 2019. 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.