Report by CEMAsys for DNB Bank ASA

# GHG emissions accounting 2024

## Purpose of this report

This Greenhouse Gas (GHG) Emissions Accounting Report, prepared by CEMAsys on behalf of DNB Bank ASA (DNB), focuses exclusively on the bank's own operations in 2024. It provides a transparent overview of the company's direct environmental impact, current emission levels, tracks progress on reduction initiatives, and areas for improvement.

## Accounting principles

Transparency, accuracy, and accountability are fundamental principles in GHG emissions accounting. Ethical considerations include clear disclosure of uncertainties in data collection and the methodologies applied, as well as the use of conservative assumptions to avoid underestimation of emissions. This is aligned with ESRS E1.

## Limitations and challenges

While every effort is made to ensure accuracy, data collection limitations, such as limited access to supplier-specific data, and estimations based on average national statistics, introduce some uncertainty in the validity of the emissions. Estimates for waste rely on average generation rates per full-time equivalent (FTE). These limitations are noted where applicable, and further efforts to refine data collection are ongoing.

## Reporting framework

CEMAsys applies GHG accounting principles as reporting methodology, in concurrence with the GHG Protocol Corporate Accounting and Reporting Standard (GHG Protocol), 2004 (Scope 2 guidance was updated in 2015). The Greenhouse Gas Protocol Initiative (GHG Protocol) was developed by the World Resources Institute (WRI) and the World Business Council for Sustainable Development (WBCSD). In alignment with the GHG Protocol, CEMAsys takes into

consideration the seven gases CO2, CH4, N2O, HFCs, PFCs, SF6, and NF3 when converting consumption and spend data to tons of CO2-equivalents (tCO2e).

The Global Warming Potential (GWP) used in the calculation of CO2e is based on the fifth- and sixth assessment reports (AR5 and AR6) over a 100-year period from the Intergovernmental Panel on Climate Change (IPCC). GHG emissions accounting has, as of 2024, no agreed method for calculating emission factors. The 2024 GHG emissions accounting is developed using emission factors calculated based on methodologies recognized by CEMAsys as credible. However, we are conscious other emission factors do exist and there is no consensus on which emission factors should be used. CEMAsys uses emission factors from well-known, internationally recognized sources, including DEFRA, IEA and Ecoinvent. CEMAsys is transparent about the sources and calculation methodology used in the emission factors and strives for consistency throughout the reporting periods. As for circumstances where there is a change in CEMAsys methodology it will be communicated in the report.

## Consolidation approach

The GHG emissions accounting report covers DNB's own operations, excluded DNB Næringseiendom, UniMicro, and subsidiaries held for sale. Operational boundary approach has been used for consolidating DNB's GHG emissions, in line with ESRS requirements. By using this method, all emissions from operations DNB manages are reported, providing a clear picture of the operational environmental impact. DNB consists of 138 offices with all entities included in the reporting.

Under this approach, emissions from owned and leased resources, such as office buildings and leased vehicles are included if DNB has operational control over them. This allows DNB to report its direct and indirect emissions accurately, even across its operations in different countries, each with varying emissions profiles.

## Reporting Year Energy and GHG Emissions

| Emission source | Description | Consumption | Unit | Energy (MWh) | Emissions (tCO2e) | % share |
|---|---|---|---|---|---|---|
| **Scope 1** | | | | | | |
| **Transportation** | | | | | | |
| Diesel (NO) | | 3.782,0 | liters | 37,1 | 8,4 | |
| Diesel (NO) | Hybrid vehicles Petrol | 5.487,0 | liters | 53,8 | 12,2 | |
| Petrol (E10) | | 2.130,0 | liters | 19,0 | 4,5 | |
| Petrol (E10) | Hybrid vehicles Petrol | 19.791,0 | liters | 176,4 | 41,9 | |
| **Transportation total** | | | | **286,2** | **67,1** | **0,8%** |
| **Scope 1 total** | | | | **286,2** | **67,1** | **0,8%** |
| | | | | | | |
| **Scope 2** | | | | | | |
| **Electricity** | | | | | | |
| Electricity Nordic mix | | 23.487.285,0 | kWh | 23.487,3 | 634,2 | |
| Electricity Nordic mix | Electric Vehicles and hybrids | 508.995,0 | kWh | 509,0 | 13,7 | |
| Electricity US/NYCW | | 488.476,0 | kWh | 488,5 | 196,4 | |
| Electricity Denmark IEA | | 186.880,0 | kWh | 186,9 | 18,6 | |
| Electricity Finland | | 107.285,0 | kWh | 107,3 | 7,5 | |
| Electricity UK | | 310.553,0 | kWh | 310,6 | 61,1 | |
| Electricity Latvia | | 439.080,0 | kWh | 439,1 | 31,7 | |
| Electricity Singapore | | 138.570,0 | kWh | 138,6 | 52,7 | |
| Electricity Chile | | 55.111,0 | kWh | 55,1 | 17,8 | |
| Electricity Luxembourg | | 295.814,0 | kWh | 295,8 | 28,1 | |
| Electricity Poland | | 148.212,0 | kWh | 148,2 | 93,9 | |
| Electricity China | | 8.018,8 | kWh | 8,0 | 4,7 | |
| Electricity Germany | | 28.860,0 | kWh | 28,9 | 10,6 | |
| Electricity Greece | | 14.187,0 | kWh | 14,2 | 4,8 | |
| Electricity Brazil | | 5.345,8 | kWh | 5,3 | 0,4 | |
| Electricity India | | 8.018,8 | kWh | 8,0 | 5,9 | |
| Electricity Spain | | 4.518,0 | kWh | 4,5 | 0,8 | |
| Electricity Australia | | 5.345,8 | kWh | 5,3 | 3,3 | |
| Electricity Switzerland | | 9.284,0 | kWh | 9,3 | 0,2 | |
| **Electricity total** | | | | **26.249,8** | **1.186,4** | **14,0%** |
| | | | | | | |
| **District heating location** | | | | | | |
| District heating NO/Oslo | | 4.920.432,0 | kWh | 4.920,4 | 54,1 | |
| District cooling NO/Sandvika | | 3.310.940,0 | kWh | 3.310,9 | 21,2 | |
| District heating NO/Bergen | | 1.114.980,0 | kWh | 1.115,0 | 1,7 | |
| District heating NO/Trondheim | | 973.068,0 | kWh | 973,1 | 22,6 | |
| District cooling NO/Trondheim | | 312.998,0 | kWh | 313,0 | 0,4 | |
| District heating SE/Stockholm | | 194.750,0 | kWh | 194,8 | 9,0 | |
| District cooling SE/Stockholm | | 69.231,0 | kWh | 69,2 | - | |
| District heating Poland mix | | 70.820,0 | kWh | 70,8 | 26,1 | |
| District heating Denmark mix | | 334.600,0 | kWh | 334,6 | 13,2 | |
| **District heating location total** | | | | **11.301,8** | **148,2** | **1,8%** |
| | | | | | | |
| **District heating general** | | | | | | |
| District cooling Seawater | | 1.030.330,0 | kWh | 1.030,3 | - | |
| **District heating general total** | | | | **1.030,3** | - | |
| | | | | | | |
| **Heat fuel specific** | | | | | | |
| Heat Natural gas | | 14.669,6 | m3 | 148,0 | 30,3 | |
| Heat Natural gas (US) | | 75.500,0 | kwh | 75,5 | 13,7 | |
| **Heat fuel specific total** | | | | **223,5** | **43,9** | **0,5%** |
| **Scope 2 total** | | | | **38.805,5** | **1.378,6** | **16%** |

| Scope 3 | | | | | | |
|---|---|---|---|---|---|---|
| **Purchased goods and services** | | | | | | |
| Cloud & facility management services | Datahall | 7.491,0 | $kgCO_2e$ | - | 7,5 | |
| Water supply, municipal | | 82.630,0 | $_m3$ | - | 12,6 | |
| Meal average | | 521,0 | $tCO_2e$ | - | 521,0 | |
| Electricity, renewable | Datahall | 2.918.825,0 | kWh | - | - | |
| Diesel | Datahall | 3.759,0 | liters | - | 10,0 | |
| **Purchased goods and services total** | | | | | **551,1** | **6,5%** |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Fuel-and-energy-related activities** | | | | | | |
| Electricity China (upstream) | | 8.018,8 | kWh | | 1,0 | |
| Electricity Denmark (upstream) | | 186.880,0 | kWh | - | 8,4 | |
| Electricity Finland (upstream) | | 107.285,0 | kWh | - | 3,7 | |
| Electricity Germany (upstream) | | 28.860,0 | kWh | - | 2,6 | |
| Electricity Greece (upstream) | | 14.187,0 | kWh | - | 1,5 | |
| Electricity India (upstream) | | 8.018,8 | kWh | - | 2,2 | |
| District heating NO/SE (upstream) | | 7.203.230,0 | kWh | - | 36,0 | |
| Electricity Latvia (upstream) | | 439.080,0 | kWh | - | 10,9 | |
| Electricity Poland (upstream) | | 148.212,0 | kWh | - | 25,0 | |
| Electricity UK (upstream) | | 310.553,0 | kWh | - | 18,7 | |
| Electricity Norway (upstream) | | 23.578.541,0 | kWh | - | 150,9 | |
| Electricity Luxembourg (upstream) | | 295.814,0 | kWh | - | 10,5 | |
| Electricity Singapore (upstream) | | 138.570,0 | kWh | - | 12,2 | |
| Electricity USA (upstream) | | 488.476,0 | kWh | - | 40,4 | |
| Heat & steam (upstream) | | 405.420,0 | kWh | - | 14,3 | |
| Electricity Spain (upstream) | | 4.518,0 | kWh | - | 0,3 | |
| Petrol (WTT) | | - | liters | - | - | |
| Petrol (E10) (WTT) | | 21.921,0 | liters | - | 12,6 | |
| Diesel (NO) WTT | | 9.269,0 | liters | - | 5,5 | |
| Electricity Brazil (upstream) | | 5.345,8 | kWh | - | 0,2 | |
| Electricity Sweden (upstream) | | 417.739,0 | kWh | - | 6,0 | |
| Electricity Chile (upstream) | | 55.111,0 | kWh | - | 5,2 | |
| Electricity Switzerland (upstream) | | 9.284,0 | kWh | - | 0,1 | |
| Electricity Australia (upstream) | | 5.345,8 | kWh | - | 0,8 | |
| Natural gas (WTT) | | 14.669,6 | m3 | - | 4,9 | |
| Natural gas (WTT) | | 75.500,0 | kWh | - | 2,5 | |
| **Fuel-and-energy-related activities total** | | | | | **376,5** | **4,4%** |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Waste** | | | | | | |
| Glass waste, recycled | | 22.071,0 | kg | - | 0,1 | - |
| Metal waste, recycled | | 8.401,0 | kg | - | 0,1 | - |
| Paper waste, recycled | | 242.561,0 | kg | - | 1,6 | - |
| EE waste, recycled | | 14.659,0 | kg | - | 0,1 | - |
| Special waste, treated | | 318,0 | kg | - | - | - |
| Special waste, treated | Småbatterier og lysstoffrør tonerkasssetter | 697,0 | kg | - | - | - |
| Plastic waste, recycled | | 26.443,0 | kg | - | 0,2 | - |
| Organic waste, treated | | 279.377,0 | kg | - | 1,8 | - |
| Residual waste, incinerated | | 366.217,0 | kg | - | 178,2 | 1,5 % |
| Oil contaminated waste (H), incinerated | | 13.340,0 | kg | - | 38,0 | 0,3 % |
| Process water (H), landfill | | 1.375,0 | kg | - | - | - |
| Corrugated cardboard waste, recycled | | 369,0 | kg | - | - | - |
| Wood waste, recycled | | 7.810,0 | kg | - | - | - |
| Cardboard waste, recycled | | 43.685,0 | kg | - | 0,3 | - |
| Hazardous waste, recycled | | 215,0 | kg | - | - | - |
| Organic waste, composting | | 30.756,0 | kg | - | 0,3 | - |
| Industrial waste, incinerated | | 5.110,0 | kg | - | 2,5 | - |

| | | | | | | |
|---|---|---|---|---|---|---|
| Municipal solid waste, landfill (AU) | 161801 Keramikk og porselen, betong | 280,0 | kg | - | 0,4 | - |
| Municipal solid waste, landfill (AU) | Keramikk og porselen | 599,0 | kg | - | 1,0 | - |
| Plastic packaging waste, recycled | | 5.126,0 | kg | - | - | - |
| Organic waste, anaerobic digestion | | 317,0 | kg | - | - | - |
| **Waste total** | | | | | **224,5** | **2,7%** |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Business travel** | | | | | | |
| Air travel, domestic | | 12.661.475,0 | pkm | - | 2.038,5 | 16,7 % |
| Air travel, intercontinental | | 15.584.631,0 | pkm | - | 2.403,2 | 19,6 % |
| Air travel, continental | | 10.588.718,0 | pkm | - | 1.161,6 | 9,5 % |
| Mileage all. car (NO) | | 4.029.972,0 | km | - | 259,5 | 2,1 % |
| Electric car Nordic | | 21.032,0 | km | - | 0,1 | - |
| **Business travel total** | | | | | **5.862,9** | **69,3%** |

| | | |
|---|---|---|
| **Scope 3 total** | **7015,0** | **82,9%** |
| Total Scope 1, 2 & 3 | **8.460,7** | |
| KJ* | **39.091,7** | |

*The total numbers for MWh and KJ include only Scope 1 + Scope 2

Reporting Year Market-Based GHG Emissions

| Category | Unit | 2024 |
|---|---|---|
| Electricity from electric cars (Scope 2) with Market-based calculations | $tCO_2e$ | 191,7 |
| Scope 2 Total with Market-based electricity | $tCO_2e$ | 383,9 |
| Scope 1+2+3 Total with Market-based electricity | $tCO_2e$ | 7.466,0 |

## Scope 1

Scope 1 includes all direct emission sources. This covers all use of fuels for stationary combustion or transportation, in owned and, depending on the consolidation approach selected, leased, or rented assets. It also includes any process emissions, from e.g. chemical processes, industrial gases, direct methane emissions etc., as well as leakage of refrigerants.

DNB's scope 1 emissions include fuel consumption from owned and leased company cars in Norway, Luxembourg, Sweden, Denmark and Finland. Fuel consumption (in liters) is estimated based on kilometers driven in 2024. The diesel emission factor is sourced from DEFRA (2024) and the Norwegian Environment Agency (2024), while the petrol emission factor is sourced from DEFRA (2024).

Emissions from this category decreased by 60% in 2024 compared to 2023, primarily due to a transition from diesel and petrol cars to more electric vehicles. This aligns with DNB's climate transition plan.

## Scope 2

Scope 2 cover indirect emissions related to purchased energy, including electricity and heating, and cooling in assets owned or controlled by DNB.

In January 2015, the GHG Protocol published new guidelines for calculating emissions from electricity consumption. Primarily two methods are used to "allocate" the GHG emissions generated by electricity production to the end consumers on a given grid, namely the location-based and the market-based method.

- The location-based method reflects the average emission intensity of the grids on which energy consumption occurs.
- The market-based method reflects emissions from electricity that companies have purposefully chosen (or not chosen).

Organizations are now required to disclose emissions using both methods to illustrate the impact of energy efficiency measures, and to display how the acquisition of GoOs affect the GHG emissions. Using both methods in the emissions accounting highlights the effect of both types of measures regarding electricity consumption.

### DNB Scope 2 reporting methodology

This category includes electricity, district heating, district cooling, natural gas, and charging of electric cars. DNB collect premise-specific data for its largest offices, defined as those

exceeding 500 square meters. For smaller offices (under 500 square meter) in Norway, DNB estimate consumption based on the average usage at the larger offices. As for the representation offices, national estimates are used for the European offices, while an average of the estimated European offices data is applied to estimate non-European representative offices. Emissions from natural gas are new to DNB's GHG emissions report in 2024, covering data for both 2023 and 2024. These emissions were omitted from DNB's 2023 GHG emissions accounting report due to a bug in the reporting system, which explains the change compared to last year's reported emissions. Electricity consumption for Finland and Denmark was reported as Electricity Nordic mix in 2022. CEMAsys corrected this reporting error during the 2024 reporting process to use Electricity Finland and Electricity Denmark IEA factors to ensure better comparability with the data in 2023 and 2024.

### Location-based method

This method is based on statistical emissions information and electricity output aggregated and averaged within a defined geographic boundary and during a defined time period. Within this boundary, the different energy producers utilize a mix of energy resources, where the use of fossil fuels (coal, oil, and gas) result in direct GHG emissions. These emissions are reflected in the location-based emission factor. Most location-based electricity emission factors used in CEMAsys are based on national gross electricity production mixes and are published by the International Energy Agency's statistics (IEA Stat). Emission factors per fuel type are in these calculations based on assumptions in the IEA methodological framework. Emission factors for district heating/cooling are either based on actual (local) production mixes, or average national statistics.

DNB's location-based emissions performance (2024)

Electricity: Emissions from electricity decreased by 10%, totaling 1 186.4 $tCO_2e$ in 2024. Despite the addition of new offices in Sydney and Switzerland, DNB achieved a 3% reduction in overall electricity consumption.

District heating and cooling: Consumption declined by 4% although consumption from Poland and Denmark were included in the reporting in 2024 for the first time. A like-for-like comparison (excluding new additions) shows an 8% reduction in consumption. However, emission from this scope 2 category increased by 38% compared to the comparative year 2023, solely due to a rise in emission factor value.

Natural gas: This category also includes natural gas consumption from DNB's Luxembourg and New York office. Emissions from this source have dropped by 4%. During the 2024 reporting process, a data entry error from the 2023 natural gas figures was identified and corrected to

ensure accuracy in this year's GHG emission accounting report. Natural gas from New York is new to the reporting in 2024.

Total location-based scope 2 emissions: 1 378.6 tCO2e

### Market-based method

Under the market-based method, the choice of emission factors is determined by whether DNB acquires GoOs/RECs or not. When purchasing GoOs for renewable electricity or RECs, the supplier guarantees that the same amount of electricity has been produced exclusively from renewable sources, which is assumed to have an emission factor of 0 grams CO2e per kWh. However, for electricity without GoOs or RECs, the emission factor should instead be based on the remaining electricity supply after all GoOs for renewable electricity and/or RECs have been sold and cancelled. This is called the residual mix, which in most cases is connected to a substantially higher emission factor than the location-based emission factor.

DNB's market-based emissions performance (2024)

DNB purchases Guarantees of Origin (GoOs) for electricity consumption at all office locations. This results in 0 tCO2e from electricity consumption at the offices. Moreover, not all data reported in Scope 2 can be covered by GoOs. Market-based emissions from electricity have increased from 2023 by 86%, from 102.9 tCO2e to 191.7 tCO2e due to increased electricity consumption (not covered by GoOs) from electric vehicles. Additionally, there is not an agreed market-based mechanism in place for district heating and cooling, which has contributed to the total increase in market-based emissions.

Emissions from natural gas were excluded from the 2023 report due to a bug in the reporting system. This results in an increase of 45.8 tCO2e in market-based Scope 2 emissions for 2023.

Total market-based emissions: 383.9 tCO2e

# Scope 3

## Category 1. Purchased goods and services

This category includes emissions from the production of all goods and services that a company purchases. It covers the extraction, processing, and manufacturing of raw materials,

components, and services acquired for use in operations, regardless of whether they are for resale or internal use.

DNB reports emissions from data centers, food from the canteen at Bjørvika (HQ) and the office in Bergen - Solheimsviken, as well as water consumption across its offices.

For data centers, 2 out of 3 suppliers provide emission reports specific to DNB's share of their operations. The remaining supplier reports diesel and electricity consumption data. Since DNB pay for Guarantees of Origin (GoOs) for this electricity consumption, this has been reported as renewable energy under DNB's purchased goods and services. While the market-based method used to account for GoOs is not currently approved by the GHG Protocol, it has been included to maintain consistency with previous reporting. This approach will be reviewed for potential adjustments in the 2025 reporting cycle.

DNB uses the same supplier for canteen services at Bjørvika (HQ) and Solheimsviken (Bergen). The supplier provides emission reports for both locations. As of 2024, emissions from canteen at Solheimsviken has been added to the reporting, contributing to increase in canteen-related emissions. Additionally, methodology changes by the supplier in calculating canteen emissions since 2023 have also influenced these figures.

Water consumption increased by 47%, leading to a 27% rise in emissions from this category. The increased consumption is a result of including water consumption from more offices compared to last year. In a like-for-like comparison with last year's data, consumption remains stable this year, meaning the entire increase reflects the addition of new data sources.

## Category 3. Fuels-and-energy-related activities

This category covers emissions from the production, processing, and transportation of fuels and energy purchased by the company that are not already accounted for in Scope 1 (direct emissions) or Scope 2 (purchased electricity). This includes emissions from the extraction, production, and transportation of fuels consumed, and transmission and distribution (T&D) losses. In summary, this category captures upstream emissions—also referred to as Well-to-Tank (WTT) emissions—related to energy use before the fuels or electricity reach the company. In contrast, Scope 1 and Scope 2 account for use-phase emissions, or Tank-to-Wheel (TTW) emissions. Upstream emissions (WTT) from natural gas were not included in the 2023 report but have been included in the current reporting period, adding 7.5 tCO2e to this category in 2024.

DNB's emissions in this category have decreased by 18%, primarily due to reduced fuel consumption reported under Scope 1 and lower electricity usage reported under Scope 2.

## Category 5. Waste

This category encompasses emissions from the treatment and disposal of waste generated by a company's operations. It covers emissions from waste management processes such as landfilling, incineration, recycling, and composting, even if handled by third parties.

DNB reports on waste for all office locations. For Norwegian facilities, reporting is based on activity data provided directly by waste management suppliers. For international offices, waste emissions are estimated based on the number of full-time employees (FTE) at each location.

During the 2024 reporting process, a reporting error in the 2023 waste data was identified. The discrepancy has been corrected to ensure accuracy in year-to-year comparisons.

Emissions from waste generated at DNB's operations decreased by 6% compared to 2023, although the total amount of waste generated increased by 5%. This reduction is primarily due to updated and reduced emission factors applied in the 2024 reporting.

## Category 6. Business travel

This category includes emissions from all business-related travel by employees in vehicles not owned or controlled by the company. It accounts for various modes of transportation and can include emissions from accommodations.

DNB's emissions from business travel have increased by 12% compared to the previous reporting period. This rise correlates with a 14% increase in total km traveled, indicating that the growth in emissions is attributable solely to increased travel activity.

DNB's reporting does not include WTT emissions from employee travel as of 2024 but will be evaluated for the 2025 reporting.

DNB will review the reporting scope for the GHG emissions accounting in 2025.

Key Figures GHG Emissions

| Category | Description | Unit | Base year | 2023 | 2024 | Percentage change from comparative year |
|---|---|---|---|---|---|---|
| Scope 1 | | | | | | |
| Transportation | | | | | | |
| Diesel (NO) | | tCO2e | 4,2 | 15,9 | 8,4 | -47% |
| Diesel (NO) | Hybrid vehicles Diesel | tCO2e | | 19,4 | | -100% |
| Diesel (NO) | Hybrid vehicles Petrol | tCO2e | | | 12,2 | |
| Petrol | | tCO2e | 5,4 | | | |
| Diesel (SE) | | tCO2e | 51,9 | | | |
| Petrol (SE) | | tCO2e | 112,2 | | | |
| Diesel (B5) | | tCO2e | 12,0 | | | |
| Petrol (E10) | | tCO2e | | 17,7 | 4,5 | -75% |
| Petrol (E10) | Hybrid vehicles Petrol | tCO2e | | 114,7 | 41,9 | -63% |
| **Transportation total** | | **tCO2e** | **185,8** | **167,8** | **67,1** | **-60%** |
| | | | | | | |
| Scope 1 total | | tCO2e | 185,8 | 167,8 | 67,1 | -60% |

| Scope 2 | | | | | | | |
|---|---|---|---|---|---|---|---|
| | **Electricity location-based** | | | | | | |
| | Electricity Nordic mix | | tCO2e | 645,1 | 674,2 | 634,2 | -6% |
| | Electricity Nordic mix | Electric Vehicles and hybrids | tCO2e | | 8,8 | 13,7 | 56% |
| | Electricity US/NYCW | | tCO2e | 190,8 | | 196,4 | |
| | Electricity Denmark IEA | | tCO2e | 15,2 | 19,9 | 18,6 | -7% |
| | Electricity Finland | | tCO2e | 7,0 | 8,2 | 7,5 | -9% |
| | Electricity UK | | tCO2e | 68,1 | 72,2 | 61,1 | -15% |
| | Electricity Latvia | | tCO2e | 44,4 | 46,6 | 31,7 | -32% |
| | Electricity Singapore | | tCO2e | 49,3 | 51,9 | 52,7 | 2% |
| | Electricity Chile | | tCO2e | 42,3 | 16,4 | 17,8 | 9% |
| | Electricity Luxembourg | | tCO2e | 43,0 | 31,6 | 28,1 | -11% |
| | Electricity Poland | | tCO2e | 413,0 | 133,7 | 93,9 | -30% |
| | Electricity China | | tCO2e | 11,3 | 11,3 | 4,7 | -58% |
| | Electricity Germany | | tCO2e | 13,5 | 9,0 | 10,6 | 17% |
| | Electricity Greece | | tCO2e | | 3,2 | 4,8 | 51% |
| | Electricity US/NWPP | | tCO2e | | 215,4 | | -100% |
| | Electricity Brazil | | tCO2e | | 2,3 | 0,4 | -83% |
| | Electricity India | | tCO2e | | 6,1 | 5,9 | -3% |
| | Electricity Spain | | tCO2e | | 0,7 | 0,8 | 12% |
| | Electricity Australia | | tCO2e | | | 3,3 | |
| | Electricity Switzerland | | tCO2e | | | 0,2 | |
| | **Electricity location-based total** | | **tCO2e** | **1.543,0** | **1.311,5** | **1.186,4** | **-10%** |
| | | | | | | | |
| | **District heating location** | | | | | | |
| | District heating NO/Oslo | | tCO2e | 51,6 | 46,5 | 54,1 | 16% |
| | District cooling NO/Sandvika | | tCO2e | 28,5 | 23,6 | 21,2 | -10% |
| | District heating NO/Bergen | | tCO2e | 1,6 | 1,5 | 1,7 | 12% |
| | District heating NO/Trondheim | | tCO2e | 31,3 | 21,4 | 22,6 | 6% |
| | District cooling NO/Trondheim | | tCO2e | 0,5 | 0,4 | 0,4 | 10% |
| | District heating SE/Stockholm | | tCO2e | 8,7 | 14,0 | 9,0 | -36% |
| | District cooling SE/Stockholm | | tCO2e | - | - | - | |
| | District heating Poland mix | | tCO2e | | | 26,1 | |
| | District heating Denmark mix | Autolease | tCO2e | | | 13,2 | |
| | **District heating total** | | **tCO2e** | **122,2** | **107,4** | **148,2** | **38%** |
| | | | | | | | |
| | **District heating general** | | | | | | |
| | District cooling Seawater | | tCO2e | - | - | - | |
| | **District heating general total** | | **tCO2e** | - | - | - | |
| | | | | | | | |
| | **Heat fuel specific** | | | | | | |
| | Heat Natural gas | | tCO2e | | 45,8 | 30,3 | -34% |
| | Heat Natural gas (US) | | tCO2e | | | 13,7 | |
| | **Heat total** | | **tCO2e** | | **45,8** | **43,9** | **-4%** |
| | | | | | | | |
| | **Scope 2 total** | | **tCO2e** | **1.665,2** | **1.464,7** | **1.378,6** | **-6%** |

| Scope 3 | | | | | | | |
|---|---|---|---|---|---|---|---|
| | **Purchased goods and services** | | | | | | |
| | Cloud & facility management services | Datahall | tCO2e | 16,5 | 6,5 | 7,5 | 15% |
| | Water supply, municipal | | tCO2e | 7,5 | 10,0 | 12,6 | 27% |
| | Meal average | | tCO2e | 217,0 | 228,0 | 521,0 | 129% |
| | Electricity Nordic mix | Datahall | tCO2e | - | 0,4 | | -100% |
| | Electricity, renewable | Datahall | tCO2e | - | - | - | |
| | Diesel | Datahall | tCO2e | - | 10,8 | 10,0 | -8% |
| | **Purchased goods and services total** | | **tCO2e** | **241,1** | **255,7** | **551,1** | **116%** |
| | | | | | | | |
| | **Fuel-and-energy-related activities** | | | | | | |
| | Electricity Nordic mix (T&D loss) | | tCO2e | 31,5 | | | |
| | Electricity Nordic mix (WTT) | | tCO2e | 150,3 | | | |
| | Diesel (WTT) | | tCO2e | 1,3 | 8,4 | - | -100% |
| | Diesel (B5) (WTT) | | tCO2e | 2,9 | | | |
| | Petrol (WTT) | | tCO2e | 32,0 | 38,1 | - | -100% |
| | LNG (WTT) | | tCO2e | - | | | |
| | Electricity China (upstream) | | tCO2e | 3,2 | 2,4 | 1,0 | -58% |
| | Electricity Denmark (upstream) | | tCO2e | | 8,9 | 8,4 | -5% |
| | Electricity Finland (upstream) | | tCO2e | | 3,7 | 3,7 | 2% |
| | Electricity Germany (upstream) | | tCO2e | 3,9 | 2,2 | 2,6 | 17% |
| | Electricity Greece (upstream) | | tCO2e | | 1,0 | 1,5 | 57% |
| | Electricity India (upstream) | | tCO2e | | 2,5 | 2,2 | -12% |
| | Diesel (SE) (WTT) | | tCO2e | 14,2 | | | |
| | Electricity Latvia (upstream) | | tCO2e | 12,5 | 14,6 | 10,9 | -25% |
| | District heating NO/SE (upstream) | | tCO2e | 38,7 | 59,1 | 36,0 | -39% |
| | Electricity Poland (upstream) | | tCO2e | 124,6 | 36,0 | 25,0 | -31% |
| | Electricity UK (upstream) | | tCO2e | 22,0 | 21,1 | 18,7 | -12% |
| | Electricity Norway (upstream) | | tCO2e | | 127,5 | 150,9 | 18% |
| | Electricity Luxembourg (upstream) | | tCO2e | | 10,8 | 10,5 | -3% |
| | Electricity Singapore (upstream) | | tCO2e | 28,5 | 12,3 | 12,2 | -1% |
| | Electricity USA (upstream) | | tCO2e | 68,1 | 71,9 | 40,3 | -44% |
| | Heat & steam (upstream) | | tCO2e | | 35,6 | 14,3 | -60% |
| | Electricity Spain (upstream) | | tCO2e | | 0,3 | 0,3 | 6% |
| | Petrol (E10) (WTT) | | tCO2e | | | 12,6 | |
| | Diesel (NO) WTT | | tCO2e | | | 5,5 | |
| | Electricity Latin America (upstream) | | tCO2e | 9,7 | 4,2 | - | -100% |
| | Electricity EU 27 (upstream) | | tCO2e | 26,2 | | | |
| | Electricity Brazil (upstream) | | tCO2e | | 1,0 | 0,2 | -81% |
| | Electricity Sweden (upstream) | | tCO2e | | | 6,0 | |
| | Electricity Chile (upstream) | | tCO2e | | | 5,2 | |
| | Electricity Switzerland (upstream) | | tCO2e | | | 0,1 | |
| | Electricity Australia (upstream) | | tCO2e | | | 0,8 | |
| | Natural gas (WTT) | | tCO2e | | | 7,5 | |
| | **Fuel-and-energy-related activities total** | | **tCO2e** | **569,6** | **461,5** | **376,5** | **-18%** |
| | | | | | | | |
| | **Waste** | | | | | | |
| | Wood waste, recycled | | tCO2e | 0,1 | 0,1 | 0,0 | -63% |
| | Glass waste, recycled | | tCO2e | 0,5 | 0,6 | 0,1 | -76% |
| | Organic waste, treated | | tCO2e | 3,8 | 4,2 | 1,8 | -58% |
| | Paper waste, recycled | | tCO2e | 7,7 | 6,2 | 1,6 | -75% |
| | Metal waste, recycled | | tCO2e | 0,2 | 0,1 | 0,1 | -63% |
| | EE waste, recycled | | tCO2e | 0,3 | 0,4 | 0,1 | -78% |
| | Plastic waste, recycled | | tCO2e | 0,6 | 0,6 | 0,2 | -73% |
| | Special waste, treated | | tCO2e | | 0,0 | 0,0 | -41% |
| | Special waste, treated | Småbatterier og lysstoffrør | tCO2e | 0,0 | | | |
| | Special waste, treated | Småbatterier og lysstoffrør tonerkasssetter | tCO2e | | 0,0 | 0,0 | -61% |
| | Residual waste, incinerated | | tCO2e | 175,1 | 208,0 | 178,2 | -14% |
| | Hazardous waste, incinerated (Europe) | | tCO2e | 37,7 | | | |
| | Hazardous waste, recycled | | tCO2e | 0,1 | 0,0 | 0,0 | -93% |
| | Oil filter waste (H), incinerated | | tCO2e | | 15,5 | | -100% |
| | Process water (H), landfill | | tCO2e | | 0,1 | 0,0 | -88% |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Oil contaminated waste (H), incinerated | | tCO2e | | | 38,0 | |
| | Corrugated cardboard waste, recycled | | tCO2e | | | 0,0 | |
| | Cardboard waste, recycled | | tCO2e | | 0,2 | 0,3 | 27% |
| | Municipal solid waste, landfill (AU) | | tCO2e | 0,9 | | | |
| | Municipal solid waste, landfill (AU) | 161801 Keramikk og porselen | tCO2e | 0,3 | | | |
| | Municipal solid waste, landfill (AU) | 161801 Keramikk og porselen, betong | tCO2e | | 0,5 | 0,4 | -15% |
| | Municipal solid waste, landfill (AU) | Keramikk og porselen | tCO2e | 0,7 | 1,0 | 1,0 | -5% |
| | Organic waste, composting | | tCO2e | | 0,3 | 0,3 | -2% |
| | Chemical waste (H), incinerated | | tCO2e | | 0,4 | | -100% |
| | Industrial waste, incinerated | | tCO2e | | | 2,5 | |
| | Plastic packaging waste, recycled | | tCO2e | | 0,1 | 0,0 | -70% |
| | Organic waste, anaerobic digestion | | tCO2e | | | 0,0 | |
| | **Waste total** | | **tCO2e** | **228,1** | **238,5** | **224,5** | **-6%** |
| | | | | | | | |
| | **Business travel** | | | | | | |
| | Mileage all. avg. car | | tCO2e | - | | | |
| | Mileage all. el car Nordic | | tCO2e | - | | | |
| | Air travel, domestic | | tCO2e | 1.395,3 | 1.895,4 | 2.038,5 | 8% |
| | Air travel, continental | | tCO2e | 720,9 | 950,6 | 1.161,6 | 22% |
| | Air travel, intercontinental | | tCO2e | 1.441,1 | 2.149,0 | 2.403,2 | 12% |
| | Mileage all. car (NO) | | tCO2e | 255,3 | 224,3 | 259,5 | 16% |
| | Electric car Nordic | | tCO2e | | | 0,1 | |
| | **Business travel total** | | **tCO2e** | **3.812,6** | **5.219,4** | **5.862,9** | **12%** |
| | | | | | | | |
| | **Scope 3 Total** | | **tCO2e** | **4.851,3** | **6.175,1** | **7.015,0** | **14%** |
| | | | | | | | |
| | **Total (Scope 1 + 2)** | | **tCO2e** | **1.850,9** | **1.632,6** | **1.445,7** | **-11%** |
| | **Total (Scope 1 + 2 + 3)** | | **tCO2e** | **6.702,2** | **7.807,7** | **8.460,7** | **8%** |
| **Percentage change** | | | | % | 16% | 8% | |
| | | | | | | | |
| **Annual Market-Based GHG Emissions** | | | | | | | |
| | **Electricity from electric cars (Scope 2) with Market-based calculations** | | **tCO2e** | - | **102,9** | **191,7** | **86%** |
| | **Scope 2 Total with Market-based electricity calculations** | | **tCO2e** | **122,2** | **256,1** | **383,9** | **50%** |
| | **Scope 1+2+3 Total with Market-based electricity calculations** | | **tCO2e** | **5.159,2** | **6.599,0** | **7.466,0** | **13%** |

## Annunal Key Energy and Climate Performance Indicators

| Name | Unit | | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|
| Scope 1 + 2 emissions (tCO2e) | | | 1.850,9 | 1.632,6 | 1.445,7 |
| Total emissions (s1+s2+s3) (tCO2e) | | | 6.702,2 | 7.807,7 | 8.460,7 |
| Total energy scope 1 + 2 (MWh) | | | 41.470,1 | 40.764,7 | 39.091,7 |
| Sum energy all location (MWh) | | | 40.630,6 | 40.054,8 | 38.805,5 |
| Sum square meters (m2) | | | 225.520,0 | 240.048,0 | 240.205,0 |
| Sum locations kwh/m2 | | | 180,2 | 166,9 | 161,6 |
| tCO2e (s1+2)/FTE | | | 0,2 | 0,2 | 0,1 |
| tCO2e (scope 1+2)/Revenue | | | | | |
| tCO2e (s1+2+3)/FTE | | | 0,6 | 0,7 | 0,8 |
| tCO2e (s1+2+3)/driftsresultat før nedskrivning | | | | | |
| MWh (s1+2)/FTE | | | 4,0 | 3,8 | 3,7 |
| Revenue | mill NOK | | | | |
| FTE | | | 10.351,0 | 10.617,0 | 10.603,0 |

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The reference list above is not complete but contains the most essential references used in CEMAsys. In addition, other databases and local/national sources may be used, depending on the selection of emission factors.