

# Carbon Footprint Report 2023

Greenhouse gas emissions resulting  
from EIB Group internal operations





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In nature, no organism exists without some relation to another one. Oxpeckers nourish themselves on the parasites they clean from the fur of a zebra. A clownfish shelters among the tentacles of an anemone, while fertilising it with its waste. Plovers clean the teeth of the Nile crocodile and, in doing so, feed themselves. The covers of our reports highlight these symbiotic, natural relationships this year, because they mirror the different levels on which each European Investment Bank project operates. When we finance infrastructure or innovation, we seek also to ensure that the project bolsters climate action or environmental sustainability. By investing in startups or green energy, our public finance encourages private investment that might otherwise have been withheld. In a world where humanity seems so often to be at odds with itself, we hope these images of natural collaboration will inspire readers to cross boundaries and build new partnerships.

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Published by the European Investment Bank.

Printed on FSC® paper.

## About this report

This report provides a detailed and comprehensive breakdown of the European Investment Bank (EIB) Group’s greenhouse gas emissions arising in 2023 from the EIB Group’s head office operations in the Kirchberg district of the city of Luxembourg. It also provides a comparative analysis of performance in relation to data from the previous year and from the baseline year of 2018.

This report has been prepared following a review of internal and external documentation, interviews with key EIB Group personnel and an interrogation of source data and data collection systems. All data collected and analysed in this report follow the World Resources Institute Greenhouse Gas Protocol principles of relevance, completeness, consistency, transparency and accuracy.

In line with reporting best practice, two emissions totals are disclosed — gross emissions and net emissions. The reporting primarily focuses on net emissions, which classify consumption from renewable energy as zero direct emissions. For tracking our performance in regard to carbon emission targets, the gross emissions are used to support and measure improvements in energy consumption and energy efficiency. To calculate gross emissions, national average conversion factors — an approach that better enables benchmarking — are used, independently of the EIB Group’s market initiatives (such as renewable energy certificates of origin).

In 2023, we conducted an in-depth review of our greenhouse gas emission inventory to improve calculation methodologies and data accuracy and correct errors. We also expanded our operational reporting boundary by accounting for the upstream emissions of any type of energy consumed and account for their full lifecycle emissions. This has resulted in a restatement of our 2022 gross emissions but did not trigger a re-baselining or update of our carbon reduction target compared with base year emissions (2018). However, to allow for meaningful comparison, the detailed analysis by emission category looks at performance in 2023 with respect to the restated 2018 gross emissions. Details on the changes performed and the impact thereof can be found in Appendices I and II.

For analysis purposes, the EIB Group’s carbon footprint is broken down into two main categories: mobility and buildings. The items included in each category in 2023 are as follows:

Buildings	Mobility
Natural gas	Company cars
Fugitive emissions	Air travel
Electricity	Employee commuting
Steam	Rental cars
Courier	Rail
Water	Hotel stays <sup>1</sup>
Waste	
Paper consumption	
Data centres	

The sum of both categories is equal to the EIB Group’s total carbon footprint.

1. For conciseness reasons, emissions from hotel stays are not part of the total carbon footprint and are reported separately.

## The EIB Group

The EIB Group is the European Union's long-term financing institution. It provides finance and technical assistance to achieve sustainable and inclusive development through two complementary entities, the European Investment Bank (EIB or Bank) and the European Investment Fund (EIF).

The **European Investment Bank** — the EU bank — is owned by the EU Member States. The EIB is the world's largest multilateral borrower and lender. The finance and assistance the EIB provides support the European Union's values and objectives as laid down in EU policies. The EIB also operates globally as a multilateral development bank following the establishment in 2022 of a dedicated arm called EIB Global.

The **European Investment Fund** is dedicated to achieving EU objectives, notably with the aim of providing better access to finance for small and medium-sized enterprises and mid-caps through the design, promotion and implementation of risk-capital and risk-sharing instruments, including support for entrepreneurship, growth, innovation, research and employment.

## The EIB Group's environmental management system and climate programme

The EIB Group aims to lead by example in managing its environmental performance and disclosing the impact of its internal operations.<sup>2</sup> The EIB Group implements an environmental management system in accordance with the European Union's Eco-Management and Audit Scheme (EMAS) Regulation.<sup>3</sup> EMAS provides all EIB Group services responsible for internal operations with a robust framework to implement programmes and initiatives, but also to monitor, evaluate, report and continually improve its internal environmental performance in a holistic manner.



As the EU climate bank, in 2020 the EIB Group endorsed the Climate Bank Roadmap 2021-2025<sup>4</sup> to support the European Union's increased ambition of reducing greenhouse gas emissions to at least 55% below 1990 levels by 2030. As well as setting ambitious Paris Agreement-aligned requirements and eligibility criteria for its projects and counterparties, the EIB Group has also committed to leading by example with its internal operations. Therefore, the Corporate Climate Programme aims to support the objectives of the Climate Bank Roadmap 2021-2025 by defining a carbon emissions-abatement pathway using a science-based methodology to guarantee the long-term alignment of its internal operations with a global temperature rise limit of 1.5° Celsius. The Corporate Climate Programme's action plan to reduce the EIB Group's internal environmental and carbon footprint is structured around three key areas of intervention:

- the way we travel;
- the way we work;
- the way we do business.

2. Internal operations refer to all activities related to the way in which the EIB Group is structured to facilitate core business activities, for example workspace, human resource policies, security and safety services, business travel, IT and data management.

3. Regulation (EU) 1221/2009, updated by Regulations (EU) 2017/1505 and (EU) 2018/2026.

4. See Appendix III for detailed explanations on the carbon reduction pathway. The objective can also be found in the Climate Bank Roadmap 2021-2025, pages 64 and 65.

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# EXECUTIVE SUMMARY

## 2023 performance results: key highlights

In 2023, the EIB Group continued to decouple the growth of its greenhouse gas emissions from growth in staff numbers. Between 2023 and the 2018 baseline year, the EIB Group reduced its annual gross emissions by 18.4% and its net emissions per employee (intensity) by 39%.

	GROSS EMISSIONS (tCO <sub>2</sub> e)	NET EMISSIONS (tCO <sub>2</sub> e)	TOTAL EMPLOYEES <sup>5</sup>	INTENSITY PER EMPLOYEE (tCO <sub>2</sub> e)
<b>2023</b>	<b>22 251</b>	<b>17 393</b>	<b>4 971</b>	<b>3.5</b>
vs. 2022 (restated)	+1.3%	+3.4%	+7.0%	-3.3%
vs. baseline 2018	-18.4%	-22.4%	+27.6%	-39.2%

Between 2022 and 2023, the EIB Group's carbon emissions (both gross and net) remained fairly stable despite a staff increase of 7%. By mid-2022, social restrictions linked to the COVID-19 pandemic had been lifted and resulted in a partial return to the office coupled with homeworking as well as a resumption in business travel, following years of significant disruption. This resulted in a notable increase in emissions in 2022 compared to 2020 and 2021. However, in 2023, gross emissions did not go back to pre-COVID levels, with gross emissions showing a stabilisation at significantly lower levels than those observed before the pandemic, suggesting that new ways of travelling and working have partially been embedded. However, this stabilisation may also demonstrate that further greenhouse gas emission reductions in the aftermath of the COVID-19 crisis will remain challenging.

In terms of medium-term progress, while the number of employees increased by 28% between 2018 and 2023, gross emissions decreased in absolute terms by 18% over the same period.

In line with its committed emission abatement pathway 2018-2025, the EIB Group achieved an absolute gross emission reduction of 30.0%<sup>6</sup> compared to the base year 2018. This reduction means it remains on track to meet its carbon emission reduction targets for 2025 (see Appendix III).

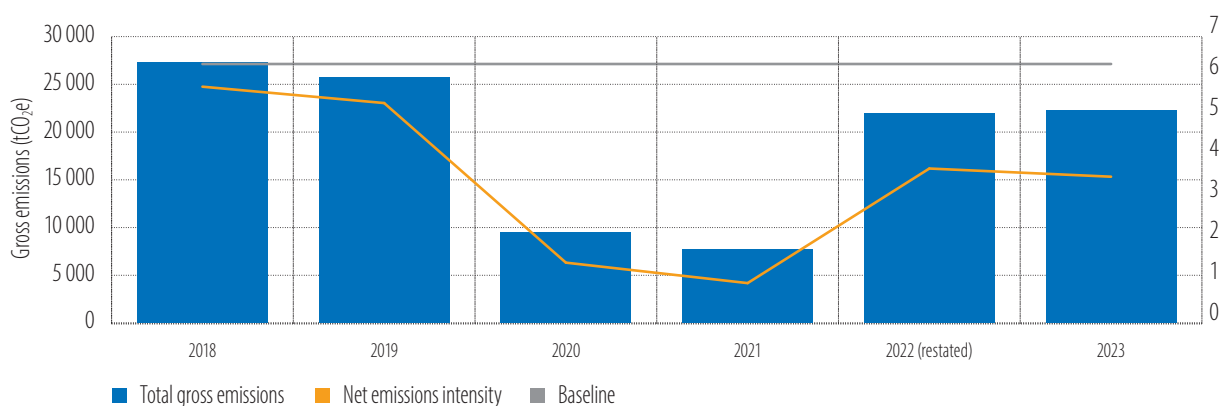


Figure 1: The EIB Group gross emissions and net intensity emissions and trends in tCO<sub>2</sub>e

5. In this report, the number of employees refers to staff headcount.



6. This reduction percentage is determined as best as possible by applying the 2018 scope of activities and calculation methodologies to the latest year's data. Determining this percentage reduction includes an element of uncertainty, given the evolving nature of the data collected and emissions methodologies employed over the years (see Appendix II).

## EIB Group actions and initiatives



The EIB Group has been reporting on its environmental impact since 2007 and obtained the certification of its environmental management system under EMAS in 2018. In 2021, the Corporate Climate Programme stepped up the efforts made to reduce corporate carbon emissions by introducing a multi-annual programme approach.

Across the EIB Group, numerous actions and initiatives to reduce corporate carbon emissions have been implemented. Initiatives specific to 2023<sup>7</sup> include the following:


### Buildings

- Construction of a net-zero emission building (ongoing)
-  Adjustment of temperature settings in the office to 21°C in winter and 25°C in summer (started in 2022, continued in 2023)
- Roll-out of a new workplace design policy and real estate strategy to optimise the use of space and the number of workstations per staff
- Optimisation of the metering system in own buildings to improve monitoring and analysing (electricity, thermal and water)
- Retrofit of LED lamps with dimmable sensors in offices and in common area in the main EIB Group building.
-  Roll out of smart building technology connecting the building management system and energy software with location real-time activity
- Adjustment of temperature conditions in information technology (IT)/server rooms


### Technology

-  Deployment of the Microsoft 365 cloud-based solution and progressive decommissioning of redundant IT applications to modernise and simplify IT architecture and make data storage more energy efficient
- Introduction of print awareness tool
-  Selection of more energy-efficient computer devices to be deployed in 2024
- Amendment to the end-of-life IT asset policy to extend the IT equipment lifetime



### Reducing consumption and waste

-  Implementation of guidelines for green and reduced packaging for IT equipment purchased
- Donation of 1 000+ computers to schools and charities to ensure technology has a second life and to reduce both waste and production of more IT

### Staff mobility

-  Maintenance and expansion of high quality bicycle parking facilities, safe access and repair stations
- Study on business travel habits for potential business travel improvements

### Staff training and awareness raising

-  Launch of a training course for all staff on sustainable use of buildings and on soft mobility habits called “Climate, how can I contribute?”
- Quarterly Climate Forum to allow for exchange of knowledge, action plans and best practices among directorates
- First Climate Fresk workshops organised at the EIB
-  Three-week My Little Planet ecological challenge and other awareness-raising games during the EIB Group Games
- Organisation of bike repair workshops and repair cafés for staff

### Performance reporting

-  Implementation of a new robust automated data collection package to streamline reporting

7. For past initiatives, please refer to the previous Carbon Footprint Reports and EMAS Environmental Statements.

## 2023 performance: key drivers

“In 2023, efforts to curb emissions related to buildings had a positive impact on emissions (-11%), while mobility emissions grew (+8%), in line with the number of staff without going back to pre-COVID levels.”

### Drivers for the increase of greenhouse gas emissions

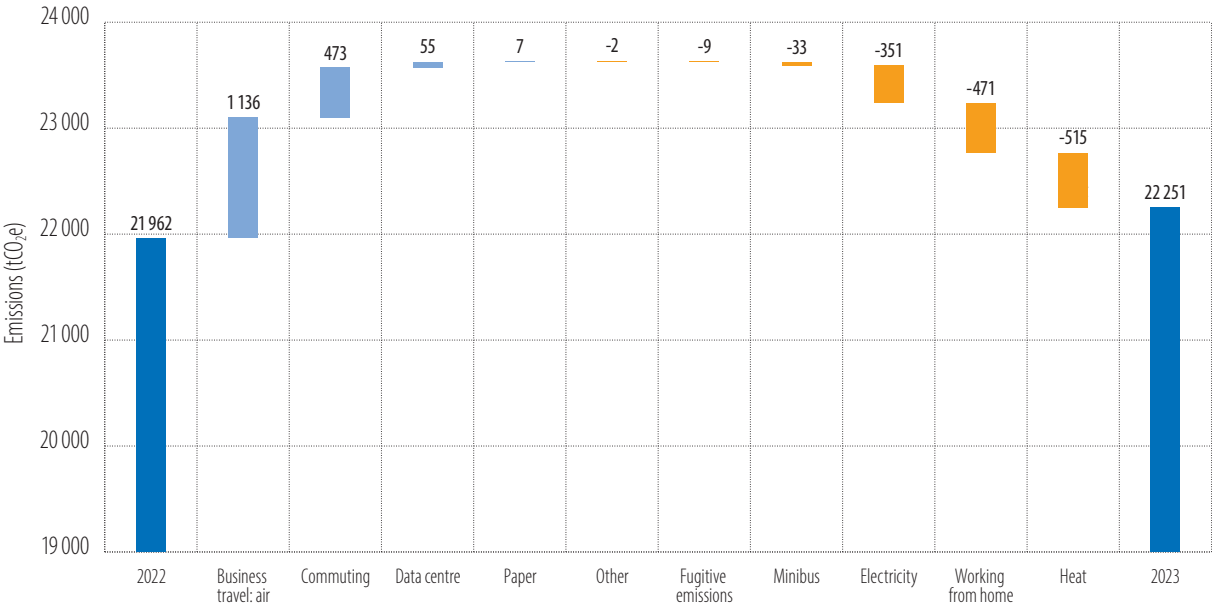


Figure 2: Drivers for the variation between the 2022 and 2023 gross carbon emissions

### Strong improvements for emissions related to buildings

Significant efforts have been made to reduce the utility consumption of buildings through efficiency measures on technical installations, workspace optimisation and the procurement of energy-efficient equipment. This resulted in a notable decline in the gross emissions of purchased electricity (-8.0%) and of purchased steam (-25.7%). Although small in absolute terms, emissions from water consumption also slightly declined in 2023 as compared to 2022 (-11%).

### Organisational growth keeps pressure on absolute emissions

A significant portion of the carbon footprint is closely correlated with the organisational growth in line with the number of employees. The EIB Group can influence but does not have direct control over the way staff use its infrastructure and services, or their mobility choices for personal and business reasons. Business travel remains the largest contributor to total emissions. With the increase in staff, data centres also require more capacity and power to function, although their efficiency has significantly improved.

### Homeworking vs. commuting — a zero-sum game

Homeworking and commuting emissions follow the patterns of actual presence in the office and tend to balance each other out, reflecting the frequency of office attendance. Typically, an employee generates about 4.5 kg CO<sub>2</sub>e<sup>8</sup> per day when working from home. This figure closely matches the combined emissions from their daily commute (3.8 kg CO<sub>2</sub>e) and their share of office utilities like heating and electricity, regardless of the season.

8. This result is highly dependent on the underlying consumption and behaviour assumptions described in Appendix I and will be refined over the future reporting cycles.

One of the lasting effects of the COVID-19 pandemic for all businesses will be the reshaping of homeworking practices. The EIB Group is no exception, with a significant number of its employees now working from home on a part-time basis. This change is leading to altered working patterns and emissions. Notably, the emissions associated with working from home, previously disregarded because of their minimal impact, have now become an important aspect of the EIB Group's carbon footprint reporting.

## **Compensation of net residual emissions**

The EIB Group remains strongly committed to reducing its own corporate carbon footprint. Despite the results achieved so far, we know there is more to do. As part of its operating model, the EIB Group has to use energy and needs to travel in order to conduct its business. This is why the EIB Group has systematically implemented carbon compensation since 2014 and disclosed the origin and quantity of third-party carbon credits purchased in the corresponding carbon footprint reports.

The EIB Group will procure high-quality carbon credits in support of climate projects with high social and economic co-benefits as a climate contribution for its 2023 net residual emissions in 2024. The results will be communicated as soon as completed.

In some cases, we also obtained certified carbon credits beyond our value chain through the purchase of goods and services from our suppliers. For example, Lufthansa Group offset 393 tCO<sub>2</sub>e in flight-related greenhouse gas emissions from its participating airlines in 2023 on behalf of the EIB Group, making a contribution to climate protection projects that are internationally certified based on the Gold Standard or, in case of technology-based projects, VCS or Puro.earth.

DHL Group also offset 33 tCO<sub>2</sub>e in greenhouse gas emissions generated by transportation and logistics related to EIB Group shipments in 2023 via registered climate protection projects across the world.

# CARBON FOOTPRINT

## 2023 performance summary

	NET EMISSIONS (tCO <sub>2</sub> E)	TOTAL EMPLOYEES	NET INTENSITY PER EMPLOYEE (tCO <sub>2</sub> E)
<b>2023</b>	<b>17 393</b>	<b>4 971</b>	<b>3.5</b>
<b>vs. 2022 (restated)</b>	+3.4%	+7.0%	-3.3%
<b>vs. baseline 2018</b>	-22.4%	+27.6%	-39.2%

In 2023, we note that the overall increase in net emissions (+3.4%) is lower than the increase in the number of employees (+7.0%). This is explained by an increase in mobility emissions (+7.0%) commensurate with the increase in number of employees, while net emissions linked to buildings have fallen sharply (-22.4%).

In 2023, the EIB Group's net emissions intensity decreased by 3.3%, from 3.62 tCO<sub>2</sub>e in 2022 to 3.50 tCO<sub>2</sub>e per employee in 2023.

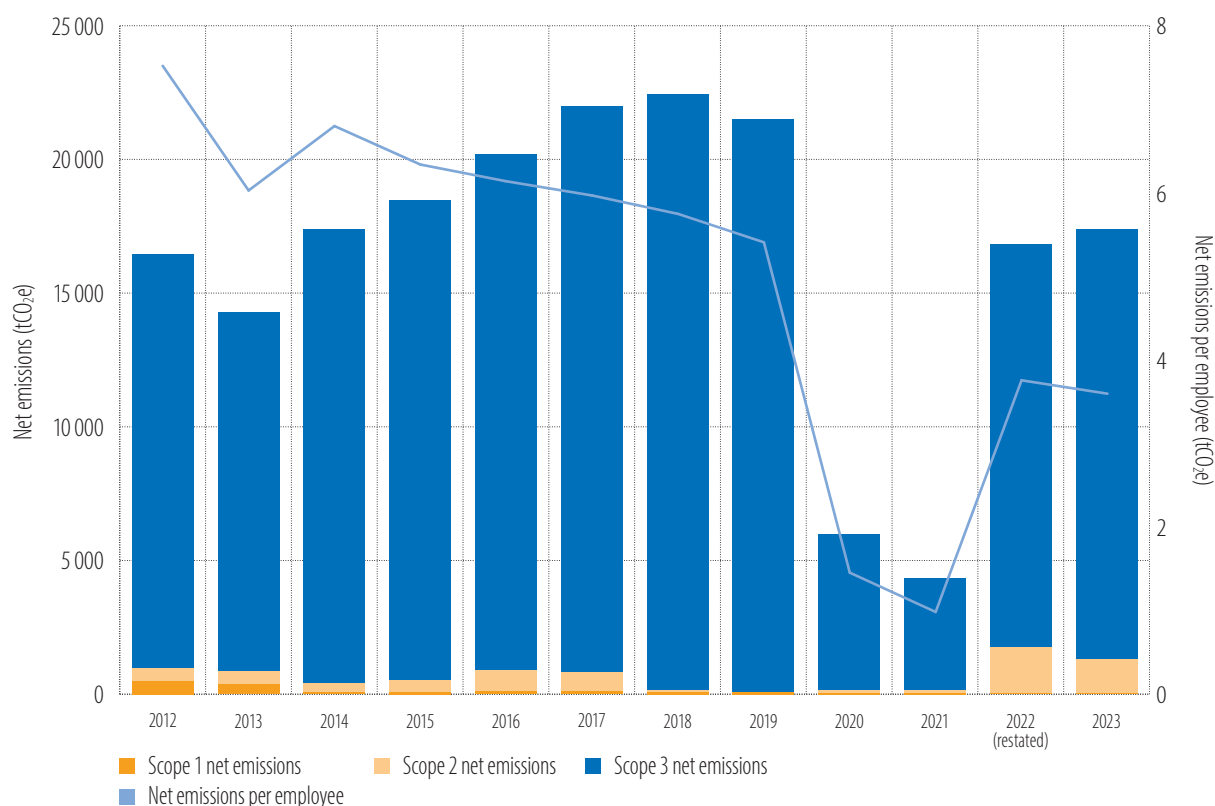


Figure 3: EIB Group net emissions over time (tCO<sub>2</sub>e) — total emissions and relative emissions per employee<sup>9</sup>

9. Greenhouse gas emissions in 2022 were restated as compared to those reported in the Carbon Footprint Report 2022 in an effort to improve data accuracy, refine the methodology and reflect the increased perimeter chosen to report 2023 emissions. Therefore, emissions reported in 2022 and 2023 have a broader reporting scope than the emissions reported in the years before 2022, which makes them not directly comparable with the previous years.

Since 2019, in addition to presenting aggregated results by scope in accordance with the Greenhouse Gas Protocol, we have also distinguished between mobility and building-related emissions to support the communication of their comparative weight within total emissions.

As for similar financial and professional services organisations, the EIB Group’s building-related emissions are restricted to office-based consumption and the principal determinant of its overall footprint is its mobility emissions.

On a gross basis, building-related energy consumption accounts for 30% of overall emissions. However, on a net basis, emissions relating to building usage account for 10% of the overall carbon footprint thanks to all EIB Group-purchased electricity being covered by green guarantees of origin or certified as “renewable” by the electricity provider. Like in the past, business travel remains the largest contributor to total emissions on both a net and a gross basis.

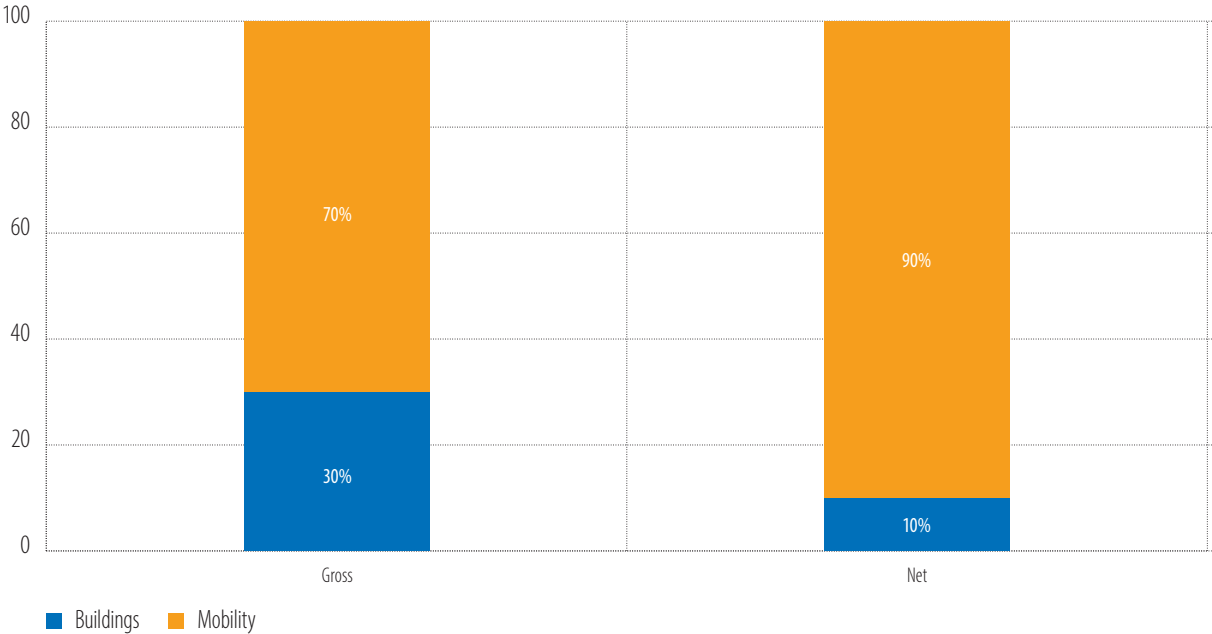


Figure 4: Percentage breakdown of net and gross emissions in 2023 (tCO<sub>2</sub>e)

### Mobility emissions

Mobility emissions, made up of business travel (in various transport modes), company cars, staff commuting and homeworking,<sup>10</sup> accounted for 90% of total net emissions in 2023.

	DISTANCE TRAVELLED (THOUSAND KILOMETRES)	GROSS EMISSIONS (tCO <sub>2</sub> E)
<b>2023</b>	105 682	15 610
<b>vs. 2022 (restated)</b>	+21%	+7.6%
<b>vs. baseline 2018 (restated)</b>	-14.2%	-10.5%

In 2023, mobility emissions increased by 7.6% as compared to 2022, mainly driven by air travel.

10. Working from home is categorised as an optional reporting category under “commuting” under the Greenhouse Gas (GHG) Protocol Scope 3 methodology.

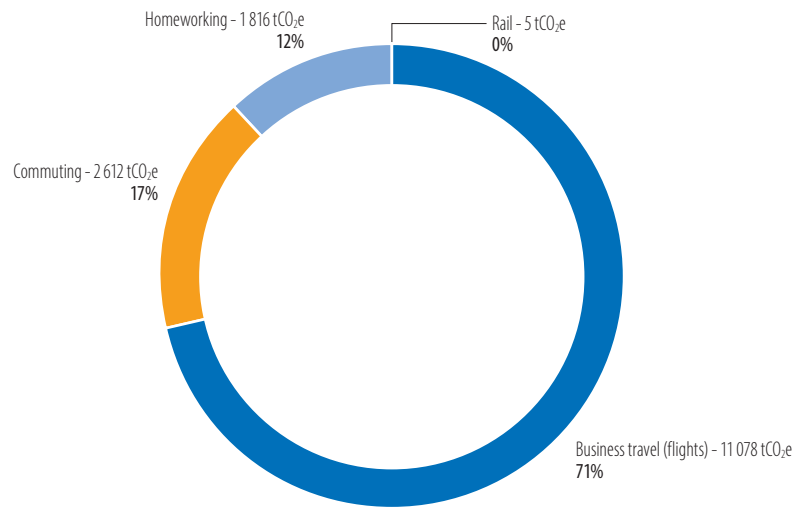


Figure 5: Breakdown of 2023 gross mobility emissions by source

### Business travel

	DISTANCE TRAVELLED (THOUSAND KILOMETRES)	NUMBER OF BUSINESS TRIPS	GROSS EMISSIONS (tCO <sub>2</sub> E)
<b>2023</b>	103 522	12 138	11 119
<b>vs. 2022 (restated)</b>	+16%	+30%	+11.4%
<b>vs. Baseline 2018 (restated)</b>	N/A	-34% (2023 compared to 2019 as 2018 not available)	-22.8%

Given the EIB Group's role as a global financier, business travel — by air, train, bus and company or rental cars — is an unavoidable part of its business and continues accounting for most mobility emissions (71%). However, the EIB Group has put in place sizeable digital and video-conferencing infrastructure to incentivise alternatives to travel whenever compatible with business interest.

### Air travel

	DISTANCE TRAVELLED (THOUSAND KILOMETRES)	GROSS EMISSIONS (tCO <sub>2</sub> E)	NUMBER OF AIR BOOKINGS	AVERAGE EMISSIONS INTENSITY PER AIR TRAVEL (tCO <sub>2</sub> E)	% OF BUSINESS CLASS FLIGHTS
<b>2023</b>	32 812	11 078	12 428	0.89	44.2%
<b>vs. 2022 (restated)</b>	+15.7%	+11%	+21%	-8.4%	60.0%
<b>vs. baseline 2018 (restated)</b>	-28.1%	-22.6%	N/A <sup>11</sup>	N/A	56%

11. In 2018, flight reporting was carried out on a flight-by-flight basis, while from 2022 this reporting was carried out by booking, with connections being merged. Therefore, the two figures are not comparable.

Emissions associated with air travel increased by 11% from 9 942 tCO<sub>2</sub>e in 2022 to 11 078 tCO<sub>2</sub>e in 2023. Overall, there is an upward trend on all indicators: +21% in number of flights, +16% on kilometres travelled by plane and +8% on business class flights.

Only 17% of travel involves long-haul trips. They account for 71% of air emissions, with a smaller proportion arising from short-distance flights in business and economy classes (16% and 12%, respectively) and the remaining emissions arising from long-distance economy class flights (premium economy flights account for less than 2% of air travel emissions). During the COVID-19 pandemic, for health safety reasons, travelling business class was chosen by default including on short-distance flights. This requirement was lifted at the end of 2022, which explains the decrease in business class flights, back to the same proportions as before the pandemic — in 2022 60% of flights were in business class, while this was only 44% in 2023. Business class flights are still preferred for longer flights, as the average flight length is 4 206 km in business class and 1 387 km in economy class.

Business class flights account for 44% of the total number of flights and are responsible for 85% of total air travel emissions.

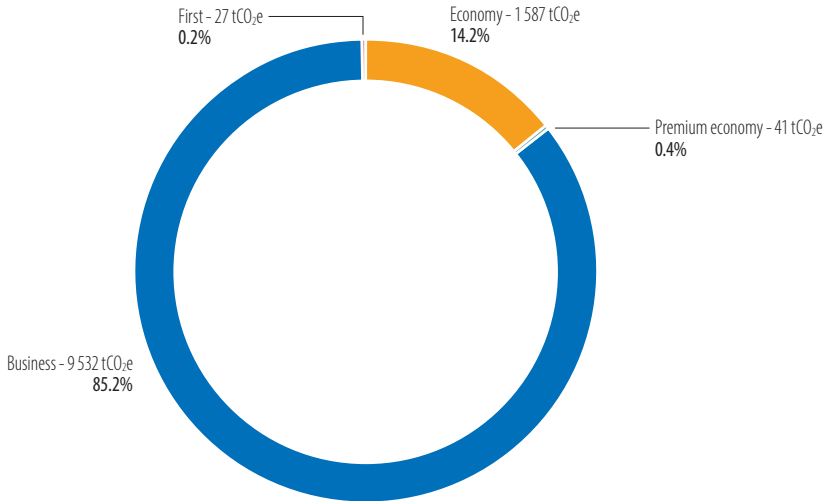


Figure 6: Air travel emissions by travel class 2023

Despite this annual increase in air travel emissions, the EIB Group recorded a significant decrease in its air travel emissions as compared to its base year emissions (-22.6%). This confirms a behavioural shift observed after the COVID-19 pandemic and the increased use of digital tools for holding meetings or attending conferences.

**Car travel**

	DISTANCE TRAVELLED IN 2023 (THOUSAND KILOMETRES)	DISTANCE TRAVELLED IN 2023 VS. 2022 (RESTATED)	GROSS EMISSIONS 2023 (tCO <sub>2</sub> E)	GROSS EMISSIONS 2023 VS. 2022 (RESTATED)	GROSS EMISSIONS 2023 VS. BASELINE (2018 RESTATED)
<b>Company cars</b>	362	+14.9%	28.5	-7.0%	-63.0%
<b>Rental cars</b>	172	+14.7%	35.4	+4.6%	-46.3%



Although they account for a small proportion of overall emissions, the inclusion of rental car emissions provides a more complete disclosure of emissions from car travel. The EIB Group continues to work with its suppliers to improve the quality of data received. We record the distance travelled in both diesel and petrol cars rather than cost data alone.

The previous year showed an increase in the number of kilometres driven by company vehicles (+15%), while the associated emissions in 2023 decreased by 7% thanks to an increasing share of hybrid/electric vehicles in the company fleet since late 2018.

The emissions from the shuttles traveling between EIB Group's buildings in Luxembourg are no longer reported separately but embedded in the total electricity footprint following the electrification of the shuttle vehicles.

**Rail travel emissions**

	DISTANCE TRAVELLED IN 2023 (KILOMETRES)	DISTANCE TRAVELLED IN 2023 VS. 2022 (RESTATED)	GROSS EMISSIONS 2023 (tCO <sub>2</sub> e)	VS. 2022 (RESTATED)	VS. BASELINE (2018)
<b>Train</b>	1.17m	+45.0%	5.2	+44.8%	-78.5%

Rail travel accounts for just 0.1% of total gross emissions.

Emissions associated with rail travel increased by 45% between 2022 and 2023, from 3.6 tCO<sub>2</sub>e to 5.2 tCO<sub>2</sub>e (vs. 24 tCO<sub>2</sub>e in 2018). This increase is consistent with the corresponding increase in the number of kilometres travelled by train, from 807 000 to 1.17 million km. This increase in train-related emissions is an integral part of the strategy to shift from carbon-intensive modes of transport (air, car) to this much lower-carbon alternative.

**Hotel stays**

	HOTEL NIGHTS BOOKED IN 2023	HOTEL NIGHTS BOOKED IN 2023 VS. 2022	NET EMISSIONS (tCO <sub>2</sub> e)	VS. 2022
<b>Hotel stays</b>	17 988	+41.1%	510	+34.7%

In 2022, emissions from hotel stays drastically increased as COVID-19 travel restrictions ended and business travel increased. This increase was confirmed in 2023, with an increase of 41.1% in the number of hotel nights compared to 2022. Gross emissions similarly increased by 34.7% compared with 2022, reaching 510 tCO<sub>2</sub>e in 2023.

In 2019, the EIB Group started calculating and reporting hotel stays internally and continued to do this in 2020 and 2021 as the impact of the pandemic became apparent. However, hotel stays are reported separately from the EIB Group 2023 footprint until a more precise methodology based on hotel class is adopted. Moreover, the reporting of overnight stays is optional in the Greenhouse Gas Protocol.

## Working from home and commuting emissions

	DISTANCE TRAVELLED FOR COMMUTING (THOUSAND KILOMETRES)	GROSS EMISSIONS COMMUTING (tCO <sub>2</sub> E)	% TOTAL DAYS HOME WORKED	GROSS EMISSIONS HOMEWORKING (tCO <sub>2</sub> E)
<b>2023</b>	17 492	2 610	36.0%	1 816
<b>vs. 2022 (restated)</b>	+25%	+22%	45.6%	-21%
<b>Baseline 2018 (restated)</b>	12 524 <sup>12</sup>	2 838 (car only)	0.03%	0.0

Commuting and homeworking are the second and third most significant emissions sources in mobility, respectively. They are inversely correlated.

Commuting emissions increased by 22% in 2023, as a result of the return to the office and the increase in the number of employees. The assumptions underlying the calculation are based on the number of person-days in the office, an average return distance to work of 25 km and a transport mode split from the EIB Group staff mobility survey conducted in 2021 that estimated that 54% of staff commute by car, 26% by public transport, 6% by train, 6% in a carpool, 5% by bike and 3% on foot. 55% of staff live less than 5 km from the office, 35% of whom come to work by car.

Staff are encouraged to use sustainable means of transport in their daily commute, such as cycling to work or using public transport, through awareness-raising initiatives. To calculate homeworking emissions, we applied the average household energy consumption estimates produced by the UK Office of Gas and Electricity Markets (Ofgem). We used the methodology described in a white paper produced by EcoAct in partnership with Lloyds Banking Group and NatWest Group. Further details of the calculation methodology and a link to the white paper can be found in Appendix II.

## Courier shipment emissions

	CONSUMPTION	VS. 2022 (RESTATED)	GROSS EMISSIONS 2023 (tCO <sub>2</sub> E)	VS. 2022 (RESTATED)	VS. BASELINE 2018 (RESTATED)
<b>Courier</b>	6 186 shipments	-1.4%	33.9	-1.4%	-45.3%

Emissions linked to courier shipments stabilised between 2022 and 2023 in spite of an increase in business activity and partly thanks to the roll-out of electronic signatures at the beginning of 2021. Courier emissions decreased by 45% between 2018 (baseline year) and 2023.

12. The base year emissions for commuting assumed of a 35 km return commuting distance and on the count of cars parked. They are therefore not directly comparable to 2023.

## Building emissions

EIB Group buildings' gross emissions decreased by 11% in 2023 while on-site staff presence increased by 17%.

Building-related energy usage accounts for 30% of the EIB's Group gross emissions, with electricity consumption (71%) and heat (23%) accounting for most of the building-related gross emissions.

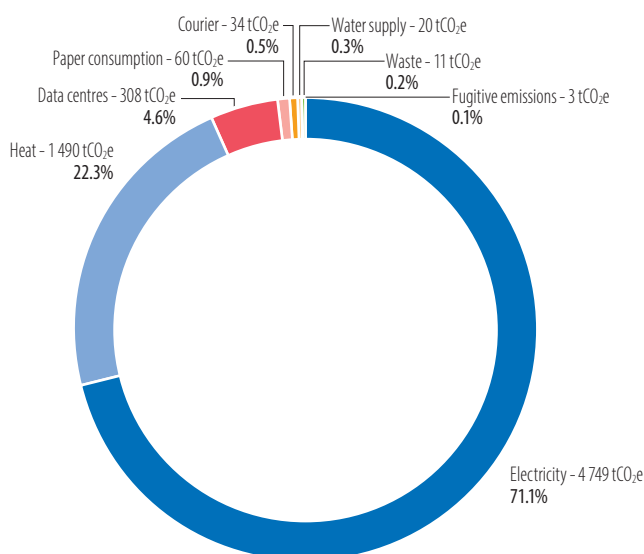


Figure 7: Breakdown of building-related gross emissions by source (tCO<sub>2</sub>e)

	TOTAL ENERGY CONSUMPTION (MWh)	CONSUMPTION PER EMPLOYEE (KWh)	GROSS EMISSIONS <sup>13</sup> (tCO <sub>2</sub> E)	GROSS EMISSIONS PER EMPLOYEE (tCO <sub>2</sub> E)
<b>2023<sup>14</sup></b>	28 578	5 749	6 675	1.34
<b>vs. 2022 (restated)</b>	-10.9%	-17.4%	-10.9%	-16.8%
<b>vs. 2018 baseline (restated)</b>	-18.9%	-36.4%	-19.5%	-36.9%

Total energy consumed (consisting of the electricity from buildings and data centres as well as steam) decreased by 10.9% in 2023. This is the result of the continuation of a voluntary energy sobriety plan initiated at the end of 2022 in line with guidance from the European Commission (also adopted by the government of Luxembourg) to reduce gas consumption by 15% in the winter of 2022/2023. Efforts to reduce energy consumption were not counter-balanced by the higher average presence in the office (from 46% in 2022 to 63% in 2023) thanks to the start of the implementation of a new workspace design policy aiming to optimise the number of workstations per staff member (including contractors).

13. As from 2022 restated emissions, all the energy-related gross emissions consider the full lifecycle emissions of the energy consumed: fuel generation, transmission, distribution and consumption. For more details, see Appendix II: Methodology.

14. With the lease of the crèche building (the only EIB Group building heated with natural gas) as from end of 2022, natural gas emissions are no longer in scope of the carbon footprint as from 2023.

## Electricity in offices

	CONSUMPTION (MWh)	CONSUMPTION PER EMPLOYEE (KWh)	GROSS EMISSIONS (tCO <sub>2</sub> E)	GROSS EMISSIONS PER EMPLOYEE (tCO <sub>2</sub> E)
<b>Electricity</b>	16 487	3 411	4 749	0.98
<b>vs. 2022 (restated)</b>	-6.9%	-13.8%	-6.9%	-13.8%
<b>vs. 2018 baseline (restated)</b>	-18.5%	-34.3%	-27.2%	-41.3%

Electricity consumption in office buildings accounts for the largest proportion of building-related emissions. It decreased in 2023 in comparison with 2022 (-6.9%). While the crèche building was removed from the EIB Group's organisational boundary in September 2022, the LHO<sup>15</sup> building occupancy was expanded in 2022 to accommodate more staff.

Since 2009, all EIB Group-purchased electricity has been from renewable sources covered by either green guarantees of origin or certified from renewables and is therefore reported as zero emissions on a net basis. For electricity use in buildings where the EIB group is the sole occupant, guarantees of origin are purchased from LEO Energy, equivalent to 86% of EIB Group use in 2023. As a result of shared meters in the remaining buildings, the remaining electricity is purchased from Enovos in the form of a green electricity contract that is independently certified every year as renewables (solar, wind, hydro and biomass).

BUILDING	2018	2022	2023	CHANGE FROM 2022 TO 2023	CHANGE FROM 2018 TO 2023
WKI	7 091	6 430	6 031	-6%	-15%
EKI	5 665	5 018	4 328	-14%	-24%
PKI	1 874	1 161	1 479	27%	-21%
BLB	1 390	1 004	922	-8%	-34%
IAK	2 702	2 169	1 837	-15%	-32%
LHO	1 193	1 366	1 371	0%	15%
Crèche	81	8	0	-100%	-100%
BHK	224	552	519	-6%	132%
<b>Total</b>	<b>20 219</b>	<b>17 707</b>	<b>16 487</b>	<b>-7%</b>	<b>-19%</b>

Table 1: Electricity consumption by building (MWh)

15. See Appendix IV for a glossary of EIB Group buildings.

## Purchased steam

	CONSUMPTION (MWh)	% RENEWABLE ENERGY IN TOTAL HEAT MIX	GROSS EMISSIONS (tCO <sub>2</sub> E)
<b>2023</b>	12 091	62.0%	1 280
<b>vs. 2022 (restated)</b>	-17.3%	58.0%	-26%
<b>vs. 2018 baseline (restated)</b>	-18.7%	55.6%	+15.6%

EIB Group buildings are connected to the Kirchberg district heating network, which — except for one building (BLB) — in 2023 generated steam via a 62% biomass cogeneration and 38% fossil gas mix. The steam provided to the BLB building is fully generated by biomass.

In 2023, purchased steam used for heating was the second-largest source of building-related emissions, contributing 1 490 tCO<sub>2</sub>e, or 23% of gross building-related emissions. Emissions from steam decreased by a significant 26% between 2022 and 2023, mainly thanks to a decrease of 17% in consumption.

As compared to the restated base year emissions, emissions from the steam purchased in 2023 are 16% higher in spite of a 19% reduction in consumption because of the higher share of direct gas combustion in the steam production mix (37%) in 2023 than in 2018 (21%).

## Other building-related emissions

	CONSUMPTION			GROSS EMISSIONS (tCO <sub>2</sub> E)		
	2023	vs. 2022	vs. 2018 baseline (restated)	2023	vs. 2022	vs. 2018 baseline (restated)
<b>Paper</b>	66.1 tonnes	+14.1%	-55%	60.2	+12.8%	-57.0%
<b>Water</b>	52 220 Ml <sup>16</sup>	-1.4%	-20%	19.7	-11.5%	-70.4%
<b>Waste</b>	651 tonnes	+45.0%	-41%	11.5	+45%	-32.3%
<b>Data centres</b>	878 MWh	+21.7%	-3%	253.0	+21.7%	+33.9%
<b>Fugitive emissions</b>	0.8 kg (leaks)	-83.7%	+60%	2.6	-77.6%	+32.6%

*Net emissions for paper, water and waste are equal to gross emissions.*

Paper represents the largest other building-related emissions source on a net basis at 3.3%, with waste and water combined accounting for 2%. The EIB Group continues to identify initiatives to improve data availability and quality and reduce paper and water consumption.

For the first time, fugitive emissions from cooling equipment are being reported. Although they account for only 2% of total gross emissions and may be considered not material to report on, they are a compulsory Scope 1 emission reporting category according to the requirements of the Greenhouse Gas Protocol Standards.

16. Since 2020, the way water use is measured has changed from m<sup>3</sup> to megalitres (Ml) to align with the reporting units required by the Global Reporting Initiative.

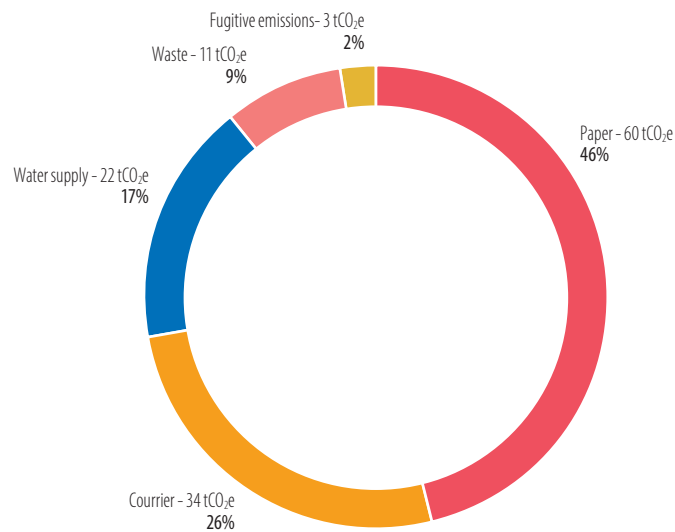


Figure 8: Breakdown of other building-related net emissions by source (tCO<sub>2</sub>e)

### Paper

Paper emissions increased to 60.2 tCO<sub>2</sub>e in 2023. However, the consumption and emissions linked to paper have drastically decreased (-55%) since the baseline year. A tonne of paper emits the equivalent of 919 kg CO<sub>2</sub>e.

The EIB Group has undertaken several measures to reduce paper consumption in recent years, such as decentralised printing with automatic deletion of unprinted jobs, digitalised workflows, digitalisation of internal mail and digital signature.

Paper consumption, from both the in-house copy centre and the decentralised office printers, increased from 58 tonnes in 2022 to 66.1 tonnes in 2023, which can be explained by the increase in office activity due to employees returning to the office. No seasonal or team printing patterns have been identified.

### Water

Overall water consumption across office locations decreased by 1.4% from 52 951 megalitres in 2022 to 52 220 megalitres in 2023. This was in spite of a higher number of days spent in the office by employees in 2023 than in 2022 and the resumption of on-site catering activities at the end of 2022.

With employees returning to the office in 2022, water consumption — and therefore emissions — bounced back after the COVID-19 years. However, water conservation measures, in particular in the EIB Group's restaurants, have had a positive impact with a 20% decrease in volume of water consumed. In fact, catering, with meals cooked for staff in our head office, typically represents 45% of water consumption in buildings.

### Waste

In 2018, waste data were improved so that they could be collected and reported for each individual campus building, rather than simply providing total volumes across the campus.

The total volume of waste, including hazardous and waste electrical and electronic equipment, disposed of in 2023 increased by 12% compared with 2022.

Office refurbishment has led to an increase in waste, mainly in the form of wood, with furniture producing 104 tonnes of waste. A further 46 tonnes came from glass office partitions. All of this was sent for recycling.

TYPE	TREATMENT	VOLUME (TONNES)	EMISSIONS (tCO <sub>2</sub> E)
Mixed	Incineration	63	3.5
Organic	Biomethanation	131	1.2
Paper	Recycled	112	2.4
Glass	Recycled	64	1.4
Plastic	Recycled	21	0.4
Metal	Recycled	34	0.03
Wood	Recycled	117	2.5
<b>Total</b>		<b>542</b>	<b>11.3</b>
<i>Hazardous waste, electrical waste, electronic equipment, and construction waste</i>		10	0.14

Table 2: Waste emissions and activity data

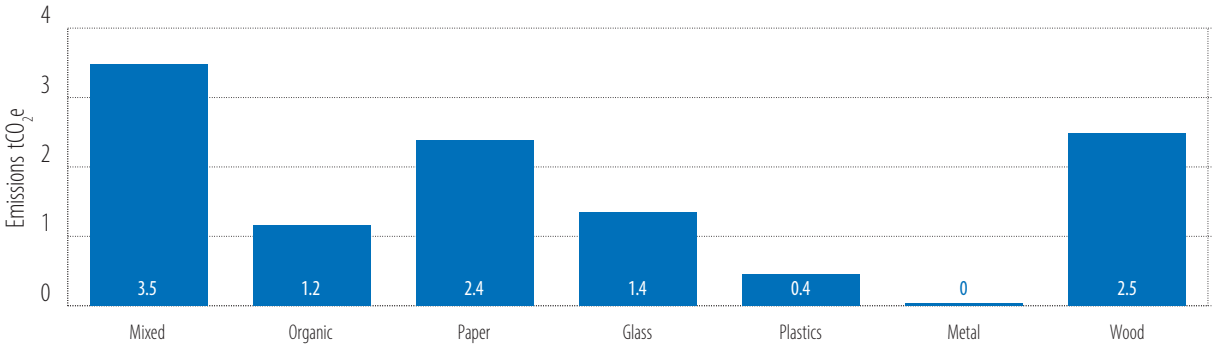


Figure 9: Total emissions by waste type (tCO<sub>2</sub>e)

**Data centres**

	CONSUMPTION IN 2023 (MWh)	CONSUMPTION 2023 VS. 2022	GROSS EMISSIONS IN 2023 (tCO <sub>2</sub> E)	GROSS EMISSIONS 2023 VS. 2022
<b>Data centres</b>	1 069	+21.7%	25.7	+21.7%

Emissions from data centres fall under Scope 3 emissions, as the data centres are not owned or operated by the EIB Group but include data associated with EIB Group activities. In 2023, the electricity consumption of data centres increased by 21% compared with 2022. Power consumption increased overall in 2023, corresponding to the increase in staff headcount. Despite this growth, electrical consumption remains lower than in previous years, as the new hardware is more efficient.

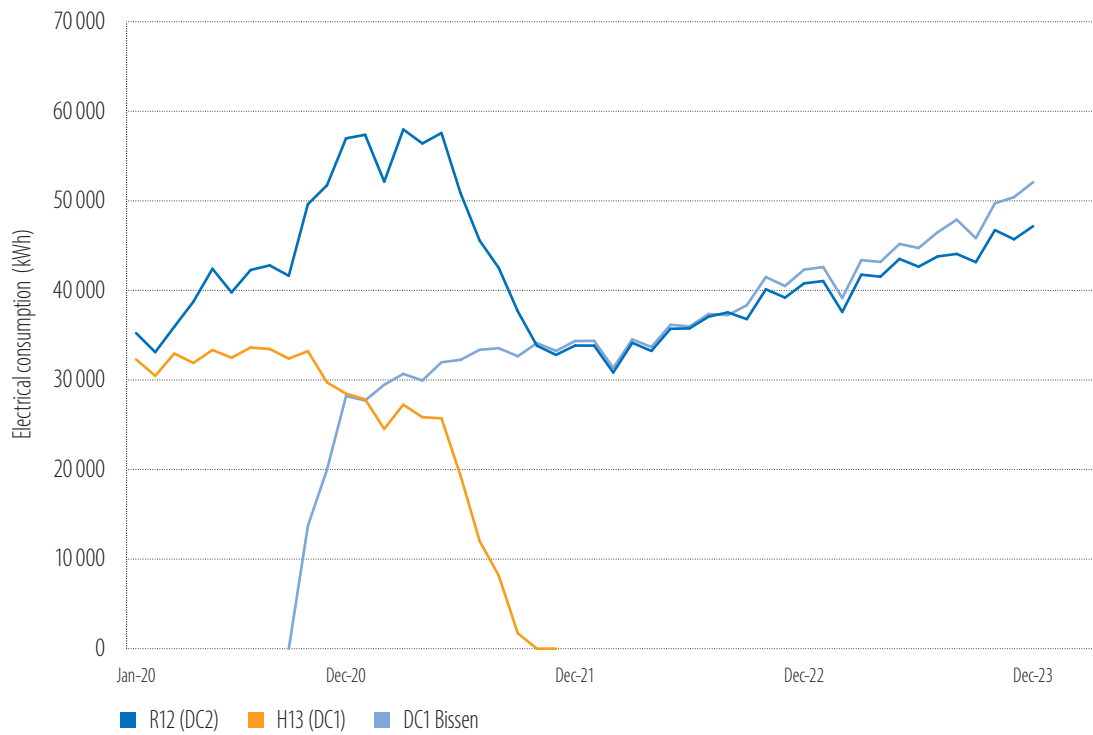


Figure 10: Electricity consumption of EIB Group data centres (kWh)

The energy for the EIB Group's data centres comes entirely from hydroelectricity, so the net emissions linked to the use of data centres are very low, as they are associated with a hydraulic emission factor.



## **Case study: Continued commitment of the EIB Group to cut its building-related energy use**

The EIB Group is committed to reducing its corporate carbon footprint. To ensure we remain in line with the greenhouse gas emissions reduction pathway to 2025, the Group assessed actions to take when it comes to cutting building-related energy consumption.

### **New energy efficiency measures**

The EIB Group implemented a comprehensive programme in 2023 to cut its energy use and greenhouse gas emissions through new energy efficiency measures. These measures have been implemented and include the following:

- installing smart meters and sensors to monitor and control energy consumption;
- upgrading lighting and HVAC systems to improve efficiency and comfort;
- optimising building design and insulation to reduce heat loss and gain;
- raising awareness among employees on how to save energy at work and at home.

### **Workplace transformation**

The EIB Group adopted a hybrid workplace strategy in 2023, giving its employees the flexibility to work from home or the office, based on their preferences and tasks. It has invested in digital tools and platforms to enable seamless collaboration and communication across teams and locations.

The Group has also redesigned its office spaces to offer a variety of work modes, such as focus, collaboration, learning and socialising. The workplace transformation aims to enhance employee engagement, productivity and well-being, as well as lower travel costs and emissions.

This transformation will enable the EIB Group to consolidate its staff around its main campus, which will reduce its real estate portfolio of rented buildings.

### **Main achieved results**

The various energy-saving measures and initiatives led to electricity and heating savings of 5 200 MWh in 2023 when compared with the average electricity and heating consumption from 2018 to 2022 and adjusted for differences in weather conditions. These savings account for 15.1% of the EIB Group's average equivalent gas consumption during the same period.

As a result of the energy efficiency measures, the EIB Group reduced its electricity consumption in 2023 by 8% and its heat consumption by 17% compared to 2022.

# ENVIRONMENTAL INDICATORS

## Emissions by scope

EMISSIONS SOURCE		2023	2022 (restated)	2022	2021	2020	2019	2018 (restated)	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	
Scope 1	Natural gas	0	3	3	12	10	20	24	24	28	28	24	0	297	399	433	329	464	743	833	
	Company cars	19	21	21	30	32	58	52	51	62	70	58	69	75	96	103	112	107	99	100	
	Fugitive emissions	3	12	N/A	N/A	N/A	N/A	2	N/A												
Scope 2	Purchased steam	2972	3192	1893	2372	2689	3495	4345	4226	5344	5245	5717	5693	6765	6876	7061	7111	7367	7454	6085	
	Cold supply	1280	1734	261	861	731	653	1107	660	743	798	421	354	485	459	390	502	490	374	249	
Scope 3	Business travel (flights)	11078	9942	11393	1313	3084	18228	14313	18905	17736	15972	14724	13677	11163	9168	12131	11413	10858	13489	12407	
	Minibus (including internal mail) <sup>17</sup>	0	33	33	28	17	54	60	60	46	38	32	27	56	52	141	130	130	270	270	
	Commuting	2612	2140	1354	617	758	2755	2838	2838	2874	2735	2638	2701	2042	6190	6369	6369	4407	4363	3749	
	Courier	34	33	34	33	37	61	62	62	72	74	70	70	70	-	-	-	-	-	-	
	Rental cars	35	34	37	6	13	58	66	52	45	92	-	-	-	-	-	-	-	-	-	
	Water	20	22	31	17	45	69	70	70	62	58	50	47	50	-	-	-	-	-	-	
	Waste	11	8	8	8	6	15	17	17	10	11	11	13	10	-6	-2	-4	0	-1	0	
	Paper consumption	60	53	43	31	37	98	130	130	109	107	105	73	106	83	115	146	120	227	200	
	Data centres	308	253	96	177	152	139	291	189	277	290	405	422	-	-	-	-	-	-	-	
	Homeworking	1816	2287	2156	2204	1876	-	0	-	-	-	-	-	-	-	-	-	-	-	-	
	Rail	5	4					24													
	Upstream emissions — Electricity	1778	1909					2180													
	Upstream emissions — Steam	210	270					185													
	Upstream emissions Natural gas	0	1					4													
	Upstream emissions — Energy from company cars	9	10					16													
	Totals	Total Scope 1	20	36	24	41	42	78	78	75	91	98	82	69	372	495	536	441	570	842	933
		Total Scope 2	4251	4926	2154	3232	3420	4148	5452	4886	6087	6042	6137	6047	7249	7335	7451	7613	7857	7857	6366
		Total Scope 3	17978	17000	15174	4434	6025	21476	20258	22319	21231	19375	18035	17030	13496	15488	18755	18055	15515	18348	16626
		Total gross emissions	22251	21962	17353	7708	9487	25702	25787	27280	27408	25515	24254	23146	21118	23317	26741	26109	23943	27047	23926
		Electricity (green tariff)	-4858	-5146	-1990	-2549	-2841	-3634	-6582	-4226	-5344	-5245	-5717	-5693	-6765	-6876	-7061	-7111	-7367	-7392	-5993
Purchased steam (biomass)		-	0	0	-770	-651	-574	-577	-	-	-	-	-	-	-	-	-	-	-	-	-
Courier		-	0	-34	-33	-37	-61	-62	-72	-74	-70	-70	-70	0	0	0	0	0	0	0	0
Total net emissions		17393	16815	15329	4356	5958	21434	19205	22415	21993	20197	18468	17383	14283	16441	19681	18998	16576	19656	17932	
Annual variation		+3.4%	186%	252%	-25.9%	-72.2%	-4.4%	1.9%	8.9%	9.4%	6.0%	21.7%	-13.1%	-16.5%	3.6%	14.6%	-15.7%	9.6%	-	-	
Intensity		Employees	4971	4647	4475 <sup>18</sup>	4412	4092	3964	3896	3896	3682	3290	2913	2556	2369	2185	2175	2079	1906	1769	1501
	Net emissions per employee	3.50	3.62	3.43	0.99	1.46	5.41	4.93	5.75	5.97	6.14	6.34	6.8	6.03	7.52	9.05	9.14	8.7	11.11	11.95	

Table 3: EIB Group historic emissions by scope (tCO<sub>2</sub>e)

17. Following the shuttle electrification, the associated emissions are embedded in the purchased electricity emissions.

18. In the carbon footprint 2022, the number full-time equivalent employees was taken as intensity reference. To remain consistent with historic intensity ratios calculated with staff headcount, we are reverting to headcount for the 2022 restated and 2023 intensity ratios.

Due to the restatement of 2022 emissions to reflect methodological improvements and the expansion of reporting boundaries (see Appendices I and II), the total gross and net emissions of EIB Group since 2007 are not exactly comparable except for the years 2018 (restated), 2022 and 2023.

### Emissions by type

To provide further transparency on the EIB Group’s carbon impact, a series of emissions intensities is presented to illustrate emissions per employee and to demonstrate that while the EIB Group’s carbon footprint has increased in absolute terms, this is to be expected given the substantial growth in business over the last ten years. However, by looking at emissions intensity per employee, the EIB Group’s relative impact has considerably reduced, compared with both 2012 and the baseline year of 2018.

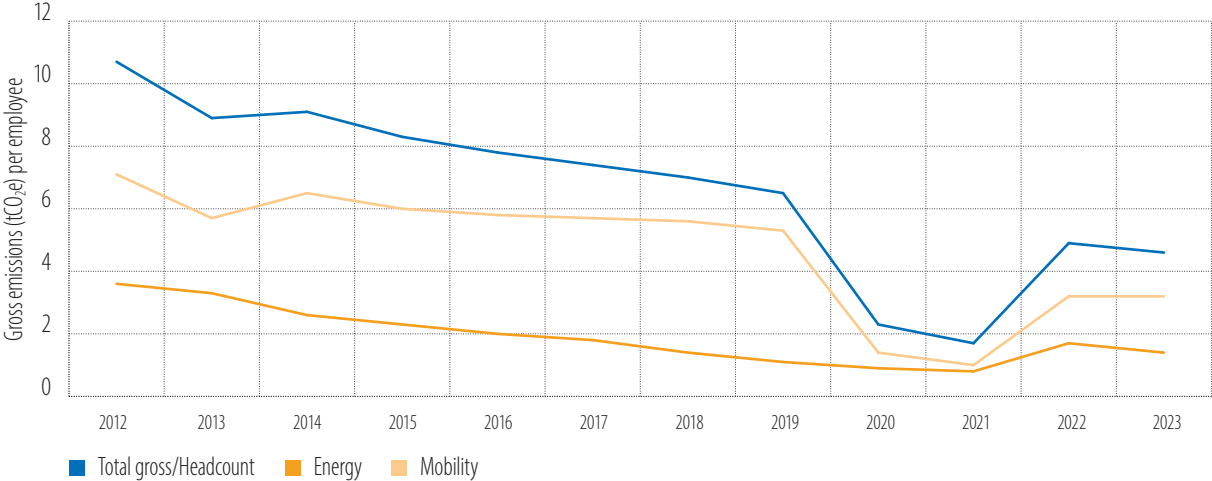


Figure 11: Gross emissions intensities (tCO<sub>2</sub>e) per employee — mobility and energy

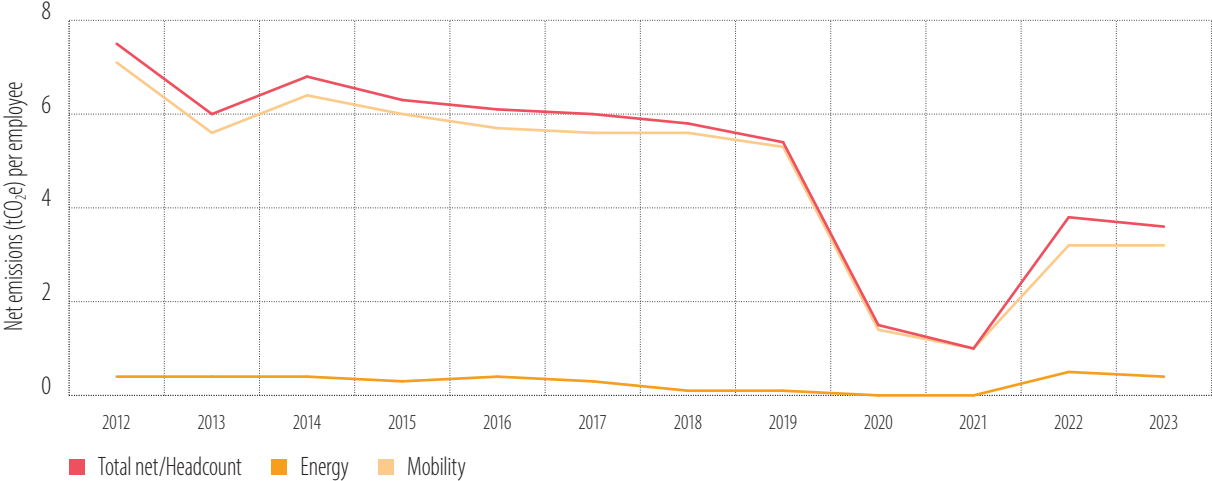


Figure 12: Net emissions intensities (tCO<sub>2</sub>e) per employee — mobility and energy

# APPENDIX I: ORGANISATIONAL AND OPERATIONAL BOUNDARY

## Organisational boundary

The organisational boundary defines the businesses and operations that constitute the company for the purpose of accounting for and reporting greenhouse gas emissions. Companies can choose to report either the emissions from operations over which they have financial or operational control (the control approach) or from operations according to their share of equity in the operation (the equity share approach).

The EIB Group defines its carbon footprint using the operational control approach. Therefore, it includes the Group's head office operations in the Kirchberg district of the city of Luxembourg, where several office facilities are located. The crèche building has been leased since September 2022 and is therefore no longer part of the organisational reporting boundary as from 2023. The organisational boundary also includes all its employees, be they based in Luxembourg or in external representation offices.

However, the office spaces of external representation offices are not included in the organisational boundary at this stage because the data provided for these sites are either inaccurate or challenging to collect in a timely manner. Further efforts will be made in subsequent reporting years to measure and monitor their environmental impact with a view to including them within the organisational boundary in the future.

## Operational boundary

Defining the operational boundary involves identifying the emissions associated with operations and categorising them as either direct or indirect emissions. Companies choose the scope of accounting and reporting for indirect emissions.

The following definitions are used for categorising emissions.

### Direct greenhouse gas emissions

- **Scope 1:** Emissions released straight into the atmosphere from sources owned or controlled by the reporting entity.

### Indirect greenhouse gas emissions

Indirect emissions result from an organisation's activities involving sources owned or controlled by another entity. These are classified as follows.

- **Scope 2:** Indirect greenhouse gas emissions from the consumption of purchased electricity, heat, steam or cooling.
- **Scope 3:** Indirect greenhouse gas emissions from other activities. A detailed standard sets out the rules for 15 categories of Scope 3 emissions.

The operational boundary for the EIB Group's carbon footprint report in 2023 includes the following:

- **Scope 1:** Transport fuel used to run vehicles belonging to the Group. Emissions linked to refrigerant leaks from cooling equipment (restated emissions since 2022). Natural gas is no longer burned in any EIB buildings as of 2023, as the crèche building has been outside the EIB Group's organisational scope since September 2022.
- **Scope 2:** Purchased grid electricity (from green tariffs) and steam used for power in the EIB Group's properties (lighting, air conditioning, small power, elevators, etc.).
- **Scope 3:** Fuel and electricity used by air and rail transport operators, rental cars for EIB Group business travel and hotels; fuel and electricity used by employee-owned vehicles for home-work journeys; courier emissions related to EIB Group activity; emissions related to water consumption in EIB Group buildings; emissions linked to waste management operations due to the incineration or recycling of waste produced by the Group; emissions generated by the use of office and publication paper purchased by the Group; emissions linked to energy consumption in external Luxembourg-based data centres that store the Group's data; and emissions linked to EIB Group staff homeworking.

Starting with the 2022 restated emissions, upstream emissions related to the production of fuels and energy purchased and consumed by the EIB Group for its Scope 1 and 2 emission sources have been added, namely for purchased electricity, natural gas consumed, steam purchased and the fuel consumed in company cars. Upstream emissions from the energy consumed by Scope 3 emission categories such as data centres and rental cars are now also embedded in the calculations.

In 2023, the minibus used for commuting between EIB Group buildings was replaced by an electric shuttle. The related emissions are therefore accounted for in the total purchased electricity emissions of the Group as the vehicle is charged on-site.

Emissions from our financing activities<sup>19</sup> are reported separately in the [EIB Group's Sustainability Report 2023](#) and in the [Climate Bank Roadmap Progress Report](#).

In pursuit of continual improvement, the EIB Group reviews its footprint boundary annually and regularly looks for opportunities to expand the scope of its reporting (particularly for Scope 3 emissions) to cover an increasing range of items as the availability of data improves.

19. Category 3.15 of the Corporate Value Chain (Scope 3) Standard of the Greenhouse Gas Protocol Corporate Value Chain (Scope 3) Standard | GHG Protocol

# Reporting period covered

In 2023, the EIB Group continued to report internally on a quarterly basis. The reporting period is 1 January to 31 December 2023.

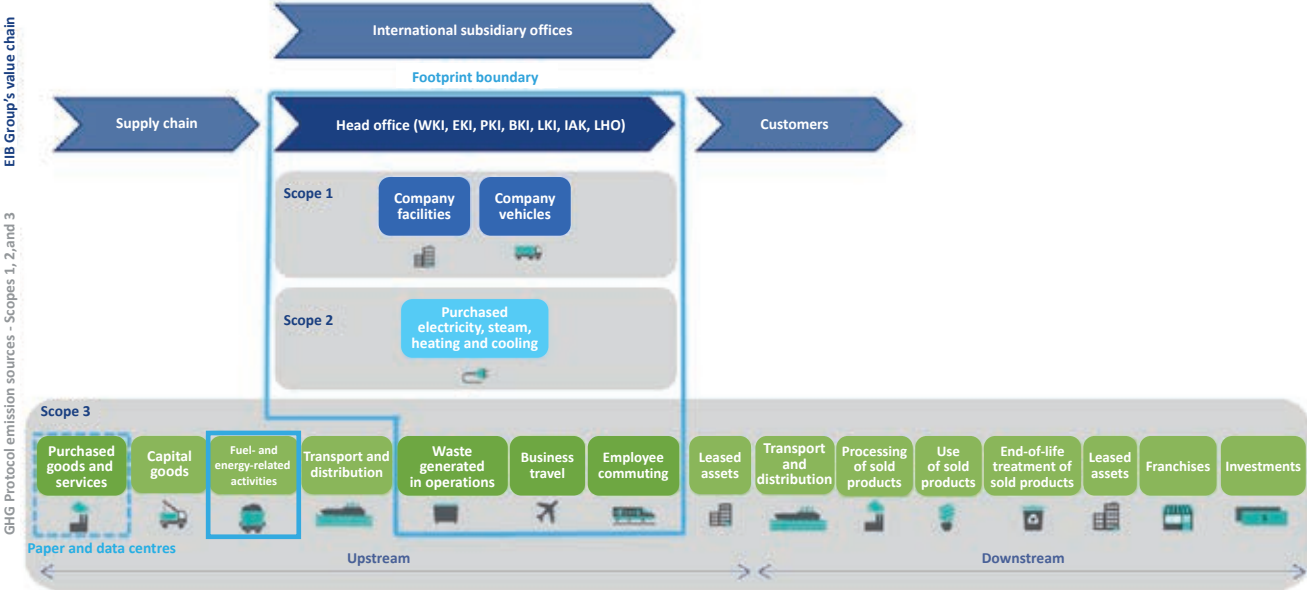


Figure 13. EIB Group organisational and operational boundary

# APPENDIX II: METHODOLOGY

The EIB Group carbon footprint analysis in 2023 follows the World Resources Institute Greenhouse Gas Protocol, consistent with the approach adopted in 2018. The Greenhouse Gas Protocol is recognised as the most widely used international accounting tool for government and business leaders to understand, quantify and manage greenhouse gas emissions. It is an international standard used by a broad range of public and private sector organisations, including many in the banking sector, and it is widely accepted as best practice.

To calculate the greenhouse gas emissions inventory, we identified all relevant greenhouse gas emissions sources, collected activity data from the relevant Group services and applied the emissions factors, calculating emissions from each source. These data were then aggregated to create the EIB Group's total carbon footprint. The following sections describe the details of the process followed.

## Emissions sources and activity data

SCOPE	EMISSIONS SOURCE	UNITS	RESOLUTION
<b>Scope 1</b>	Owned vehicles	Kilometres	Monthly by vehicle
	Natural gas	kWh	Monthly by site (null since 2023)
	Fugitive emissions — Refrigerants	Kilograms	Monthly from a yearly report, by site and type of gas
<b>Scope 2</b>	Purchased electricity	kWh	Monthly by site
	Purchased steam	kWh	Monthly by site
<b>Scope 3</b>	Business travel: air	Passenger kilometres	By journey, including class and distance
	Employee commuting	FTEs <sup>20</sup>	Monthly, number of days in the office EIB Group Mobility Survey 2022
	Couriers	Shipments	Monthly figure
	Rental cars	Kilometres	Quarterly per rental car
	Water	Megalitres	Monthly by site
	Waste	Kilograms	Monthly by site, type and disposal method
	Paper consumption	Number of sheets	Monthly by paper size and type, based on printouts from the in-house copy centre and from the local printers for staff.
	Data centres	kWh	Monthly by data centre
	Working from home	FTEs	Monthly number of days worked from home. UK Office of Gas and Electricity Markets (Ofgem) (updated in 2020)
	Business travel: rail	Passenger kilometres	By journey, including class and distance
	Hotel stays	Room nights	Monthly by country
	Fuel- and energy-related emissions not included in Scope 1 or Scope 2 (electricity, steam, gas and company cars)	kWh or kilometres, as applicable	The input data are the same as those used to calculate direct emissions, namely electricity, steam and gas (per month, per site), kilometres travelled by company cars (per car).

Table 4: EIB Group activity data

20. The model based its calculation on the proportion of EIB Group full-time equivalent employees (FTEs) working from home or present in the office, annually. See Emissions inventory calculation for further information.

The activity data are also used as environmental impact indicators, as required by the Global Reporting Initiative (GRI) reporting framework and the requirements of the Eco- and Management and Audit Scheme (EMAS) environmental statement.

## Emissions factors

Emissions factors are calculated ratios relating greenhouse gas emissions to a measure of activity at an emissions source. They are used to convert activity data to carbon emissions. Consistent with prior years, the emissions factors represent carbon dioxide equivalent (CO<sub>2</sub>e), wherever possible. They convert the impact of each of the six greenhouse gases covered by the Kyoto Protocol — carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulphur hexafluoride (SF<sub>6</sub>) — into a common unit of tonnes of CO<sub>2</sub>e based on their global warming potential (GWP). This is a measure of how much heat the respective gas retains in the atmosphere over a given time horizon, based on the 100-year global warming potential coefficients of the Intergovernmental Panel on Climate Change (IPCC).

Emission factors for all fuel and energy-related emissions are broken down into a direct factor for fuel combustion and a factor relating to upstream emissions from fuel production (mining, excavation, production and transportation).

For air travel emissions, the EIB Group opted for the application of emission factors published by the UK Department for Environment, Food and Rural Affairs (DEFRA) in 2022 as opposed to the most recent version published in 2023. The use of factors from other years is permissible based on a reasonable justification. In effect, the DEFRA emission factors for aviation in 2023 are significantly higher than in 2022 because they are calculated using the unusually low 2021 load factors, as a result of reduced travel during the COVID-19 pandemic. Meanwhile, load factors were forecasted by Statista to be back up to 81% in 2023, which is closer to 2019 actual levels (83%) than it is to 2021 actual levels (67%), suggesting that 2023 activity may be more accurately represented by 2022 emission factors than 2023 emission factors.

SCOPE	EMISSIONS SOURCE	2023 EMISSION FACTOR	VARIATION OF EMISSION FACTOR 2023 VS. 2022	DATA SOURCE IN 2023
Scope 1	Natural gas	2023: Not applicable 2022: 309 gCO <sub>2</sub> e/kWh	Not relevant	Not applicable in 2023 2022: "Règlement grand-ducal du 9 juin 2021 concernant la performance énergétique des bâtiments"
	Company cars	0.0 (for EVs) to 0.177 kgCO <sub>2</sub> /km	-14% (average)	Car manufacturer
	Fugitive emissions	1 397 (R449A) to 3 922 (R404)	0%	Global Warming Potential of gases from the IPCC Fourth Assessment Report
Scope 2	Electricity	0.180 kgCO <sub>2</sub> e/kWh	0%	"Composition du mix énergétique national 2022" published by Luxembourg institute of regulation (ILR). 2023 figures not yet published at the time of our estimation.
	Purchased steam	0.116kgCO <sub>2</sub> e/kWh (non-BLB) 0 kgCO <sub>2</sub> e/kWh (BLB)	0%	Energy mix certificates from Kirchberg district heating plant (2023) Emission factors for heat production from the annex to "Règlement Grand-Ducal du 9 Juin 2021 concernant la performance énergétique des bâtiments." <sup>21</sup>

21. Journal officiel du Grand-Duché de Luxembourg (public.lu)



Scope 3	Business travel: air	0.164 to 0.656 kgCO <sub>2</sub> e/passenger km	0%	UK government conversion factors for company reporting 2022 (DEFRA)
	Business travel: rail	0.0045 kgCO <sub>2</sub> e/passenger km (international)	0%	UK government conversion factors for company reporting 2023 (DEFRA)
	Employee commuting	Car (average unknown fuel): 0.210 kg CO <sub>2</sub> e/km	-2.5%	UK government conversion factors for company reporting 2023 (DEFRA)
		Bus (average local bus): 0.127 kg CO <sub>2</sub> e/km	0%	
		National rail: 0.044 kg CO <sub>2</sub> e/km	0%	
		Light rail and tram: 0.036 kgCO <sub>2</sub> e/km	0%	
	Courier services	5.473 kgCO <sub>2</sub> e/shipment	0%	EIB 2022 Go Green DHL (2023 figure not available at the time of estimation)
	Water	0.378 kgCO <sub>2</sub> e/m <sup>3</sup>	-10%	UK government conversion factors for company reporting 2023 (DEFRA)
	Waste	21.28 kgCO <sub>2</sub> e/tonne (metals, plastics, construction, paper, WEEE)	0%	UK government conversion factors for company reporting 2023 (DEFRA)
		8.912 kgCO <sub>2</sub> e/tonne (organic composting)	-0.4%	
		1.23 kgCO <sub>2</sub> e/tonne (concrete)	0%	
		0.985 kgCO <sub>2</sub> e/tonne (metal recycled)	-0.4%	
	Paper consumption	910.48 kgCO <sub>2</sub> e/tonnes	-1%	UK government conversion factors for company reporting 2023 (DEFRA)
	Upstream emissions of the fuel consumed by company cars	From 0.011 to 0.059 kgCO <sub>2</sub> e /km	-4% in average	UK government conversion factors for company reporting 2023 (DEFRA)
	Electricity	0.108 kgCO <sub>2</sub> e/kWh	0%	International Energy Agency (IEA) 2022
Steam	0.016 kgCO <sub>2</sub> e/kWh	-9%	UK government conversion factors for company reporting 2023 (DEFRA) for upstream emissions of the different energy sources	

Table 5: Emission factors by source and their annual variance

## Emissions inventory calculation

An inventory of greenhouse gas emissions by source was calculated by applying the emissions factors to the relevant activity data presented in Tables 4 and 5 above and aggregating the results to calculate the EIB Group's absolute carbon footprint. A relative footprint was also calculated using employee numbers (headcount).

The methodology used for sources of emissions requiring a more detailed explanation (as they consider assumptions other than the classic activity data and conversion factor) is detailed below.

## Commuting and homeworking methodologies

A key point to be stressed when considering the emissions of the commuting and working from home categories is how interconnected they are: the more EIB Group employees work from home, the higher the emissions in the working from home category will be, while emissions in the commuting category will fall. Emissions in the latter category decrease precisely because employees who are working from home more often commute less to their workplace, and commuting emissions are dependent on this component.

## Commuting methodology

As the COVID-19 pandemic had a significant effect on the previous count based on the number of parking spaces, since 2020 we have estimated commuting emissions by using the number of days EIB Group employees are in the office to derive the annual distance they travel via different modes of transport. The average employee commuting profile was derived from an internal mobility survey conducted in 2021 with 1 629 respondents (a 39% participation rate). This employee profile defines an average distance and a distribution of the various modes of transport: 54% of the respondents commute by car, 26% by public transport, 6% by train, 6% in a carpool, 5% by bike and 3% on foot. Based on these responses, the average return distance to work was estimated at 25 km.

## Homeworking methodology

In 2020, following a review of emissions calculation methodologies for most material emissions sources and considering the impact of the COVID-19 pandemic restrictions on commuting habits, homeworking emissions was included in the operational reporting scope while the commuting emission calculation methodology was revised.

Homeworking emissions were not part of the operational scope for the calculation of emissions in the baseline year 2018; they were considered as non-material until 2020 owing to the limited use of homeworking at the EIB Group before the COVID-19 pandemic. Less than 0.5% of the total days worked were home worked in 2018. Therefore, integrating homeworking emissions into the operational boundary of the 2023 greenhouse gas inventory remains consistent with the boundary of the 2018 baseline for this item.

A brief description of the methodology for calculating homeworking emissions is explained below. For an in-depth description of the methodology, [see the white paper on homeworking emissions](#).

To calculate homeworking emissions, all energy use from office equipment (equipment provided by the EIB Group for use while teleworking) and home heating/cooling that would not have been required in an office-working scenario needs to be accounted for. This is referred to as incremental energy. For all elements considered, the base-case calculation method was used. The base case for office equipment calculations accounts for 100% of colleagues known to be working from home through the stated estimation methodology. The base case for heating (natural

gas, electricity or other combustion fuel) and cooling (air conditioning, where regionally appropriate) accounts for a typical home's heating and cooling energy requirements as noted within the country of operation.

In calculating homeworking emissions, it is also necessary to determine the hours during which incremental energy must be calculated. A five-day, 40-hour week (eight hours per day) was assumed. From this base calculation of working hours, an expected 28 days (four weeks) of annual leave entitlement was deducted.

### **Emissions from equipment provided by the Bank to be used at home: base case**

The equipment considered for this methodology was typical office equipment provided by the Bank for use at home by employees. When calculating the base case of office equipment emissions, the power consumption of laptops, secondary screens, printers and lighting needs to be accounted for. However, the power consumed by these different types of devices can vary considerably. For workstation power consumption, we used an average in-use power load per desk of 140 W, following the *Chartered Institution of Building Services Engineers' Guide F: Energy efficiency in buildings* (2012). For the use of lighting in home offices, we assumed an allowance of 10 W for the year. These assumptions were then used to determine the total electrical energy used for office equipment using the following equations:

- $140 \text{ W} \times \text{number of homeworking FTEs} \times \text{WHpcm}^*/1\,000 = \text{workstation kWh};$
- $10 \text{ W} \times \text{number of homeworking FTEs} \times \text{WHpcm}^*/1\,000 = \text{lighting kWh};$
- $\text{Workstation kWh} + \text{lighting kWh} = \text{total office electricity}.$

*\*WHpcm: Working hours per month. FTE: Full-time equivalent*

After calculating the total electrical energy consumed, this was multiplied by the appropriately sourced emissions factors for the corresponding country's grid average factors in line with location-based methodology to calculate the emissions produced.

### Heating energy emissions: base case

When calculating the base case for heating energy emissions, the homeworking tool assumes that heating cannot generally be restricted to a small working area and that time spent at home during the heating season requires the whole heating system to be active.

Using the typical domestic consumption values of the UK Office of Gas and Electricity Markets (Ofgem) (updated in 2020), we adopted a reliable medium expectation of 12 000 kWh per year for domestic gas usage, 77% of which is attributable to heating. We also assumed an average of ten hours of heating per day, as suggested by UK energy suppliers. The calculation of heating demand is restricted to the widely recognised northern hemisphere heating season of October to March (six months/182 days). To calculate heating demand, we used a monthly calculation approach:

- $182 \text{ days} \times 10 \text{ hours heating} = 1\,820 \text{ hours}$ ;
- $(12\,000\text{kWh} \times 77\%)/1\,820 \text{ hours} = \text{c. } 5 \text{ kWh per hour}$ .

Using 5 kWh per hour as a base, we were able to calculate incremental heating energy using the following formula:

- $160 \text{ WHpcm} \times 5\text{kWh} = 800\text{kWh}$  of incremental heating consumption per homeworking FTE per heating month;
- $800\text{kWh} \times (\text{FTE} \times \text{homeworking } \%) = \text{total incremental gas consumption per heating month}$ .

Once total heating energy has been calculated, it is possible to determine emissions by multiplying the appropriately sourced emissions factors in line with typical heating energy usage.

## Data quality and completeness

SCOPE	EMISSIONS SOURCE	ACTIVITY DATA	ASSUMPTIONS APPLIED
<b>Scope 1</b>	Company cars	Primary data	Fuel efficiency conversion based on manufacturer's data
<b>Scope 2</b>	Purchased electricity	Primary data	-
	Purchased steam	Primary data	-
<b>Scope 3</b>	Business travel: air	Primary data	-
	Business travel: rail	Primary data	-
	Employee commuting and homeworking	Estimated using homeworking and commuting tools	Average daily distance = 25 km * Number of days in the office UK Office of Gas and Electricity Markets (Ofgem) (updated in 2020)
	Courier	Primary data	From DHL estimated emissions per shipment
	Water	Primary data	-
	Waste	Primary data	All general waste is incinerated with heat recovery
	Paper consumption	Primary data	Weight of the sheets according to the type and size of paper used, by both local printers and the in-house copy centre
	Data centres	Primary data	-
	Rental cars	Primary data	Data quality differs by provider
	Company cars	Primary data	The kilometres travelled by company vehicles are tracked
	Hotel stays	Secondary data	Hotel classes are not included in the DEFRA database, only country of destination

■ **Satisfactory**: could be improved ■ **Good**: no change required

Table 6: Data quality and assumptions by source

## Changes in scope and methodology and their impact on reporting

Methodological changes and reporting scope expansion since emissions were first reported in 2007 have resulted in some variations on the total gross emissions reported.

As part of the yearly review exercise conducted, we implemented methodological improvements, refined the sources of the emission factors and corrected some errors.

As a result, to consistently track our greenhouse gas emissions over time and enable meaningful comparisons, we re-estimated our greenhouse gas emissions for both 2022 and 2018 (the base year) with the same reporting scope and methodological parameters chosen to calculate the greenhouse gas emissions in 2023. This is why our gross emissions for 2022 show “restated.”

In particular, we have re-estimated our base year emissions (financial year 2018) across 12 categories to ensure consistent estimation methods and a similar reporting scope as those from the reporting years 2022 and 2023. This led to a difference of 5.5% below our original base year emissions, which is not deemed significant. We have assessed the implications of this restatement on our science-based targets and have not identified a need to update the target or our base year emissions for the purpose of assessing the progress towards Paris-aligned emissions. However, to make consistent comparisons for each emission category with the base year emissions, we are using 2018 re-estimated figures for each category.

## Impact of methodological changes

A number of methodological changes were made to the footprint in 2023, with the aim of increasing the accuracy of the greenhouse gas emissions inventory. These methodological changes do not represent a change in ambition or a strategic shift in trajectory, but rather simply an effort to refine the data and improve the quality of the footprint. From a quantitative point of view, these methodological changes may result in varying degrees of evolution that may conceal or exacerbate the reduction efforts implemented by the Group as part of its decarbonisation strategy. Methodological changes since emissions were first reported in 2007 have resulted in minor variations. For ease of reference, the history of methodological changes since 2010 is presented below.

SCOPE	EMISSIONS SOURCE	2023	2022 restated	2021	2020	2019	2018 restated	2018	2017	2016	2015	2014	2013	2012	2011	2010	
Scope 1	Natural gas																
	Company cars																
	Fugitive emissions (since 2022)																
Scope 2	Electricity																
	Purchased steam																
Scope 3	Air travel																
	Train travel																
	Minibus																
	Commuting																
	Courier (since 2013)																
	Rental cars (since 2016)																
	Water (since 2013)																
	Waste																
	Paper																
	Data centres (since 2014)																
	Working from home (since 2020)																
	Upstream emissions from electricity, steam, natural gas purchased as well consumed by company cars																

■ Gross emissions reduced ■ Gross emissions increased

Table 7: Impact of EIB Group methodological and scope changes on gross emissions by source

The methodological changes implemented in 2022 and 2023 are detailed below.

### **Electricity**

To account for purchased electricity emissions at the point of production, we shifted the source of the location-based emission factors from the International Energy Agency (IEA) to the emission factor annually published by the Institut luxembourgeois de régulation (ILR). This change of emission factor source had a significant impact on EIB Group gross emissions as the previous emission factor used was 109 gCO<sub>2</sub>e/kWh, while the emission factor from ILR was 180 gCO<sub>2</sub>e/kWh in 2022.

In line with the recommendations of the Greenhouse Gas Protocol, the 2022 restated emissions onwards include upstream emissions<sup>22</sup> from the generation of purchased electricity, including transmission and distribution losses. These emissions are calculated using the same input data as for direct emissions, with a specific emission factor that considers all upstream stages related to raw materials. The source of this emission factor is the International Energy Agency (IEA, 2021). Until 2022, the IEA electricity emissions factor used did not consider trade adjustments and was therefore underestimating reality. The introduction of upstream emissions for electricity has increased EIB Group gross emissions by 1 757 tCO<sub>2</sub>e in 2023, or 7.9% of overall gross footprint.

### **Steam**

In 2022 and 2023, corrections have been applied to steam emission calculations to guarantee an accurate assessment of its carbon intensity. As the steam produced comes from a mix of primary energy sources (fossil and renewable energies), the emission factor is calculated in proportion to each primary energy that makes up the steam network mix, which comprises renewable biomass and fossil fuels. Data on the network's energy mix is supplied directly by the supplier, LuxEnergy. The correction of errors has had a significant impact on the footprint reported, close to seven times (+1 473 tCO<sub>2</sub>e) the emissions originally reported for steam in 2022.

In addition, in line with the recommendations of the Greenhouse Gas Protocol, upstream emissions linked to the extraction, refining and transport of the raw materials needed to produce steam have been included.

### **Air travel**

Business travel categories were overhauled in 2022. The aim was to clarify flight and class types as per the UK Department for Environment, Food & Rural Affairs (DEFRA) flights classification. Only two flight types were retained: short haul and long haul. For each type of flight, four classes are used to characterise the trip: first class, business class, premium economy class and economy class. For each flight type/class combination, an emission factor is used to assess the impact. In sum, eight emission factors can be used to define the emissions linked to the Group's business travel with a reasonable degree of precision. Trips are considered long haul when they are inter-continental. Intra-continental and domestic trips are considered short haul.

### **Company cars**

When assessing emissions from EIB Group-owned vehicles, one noteworthy development is the integration of upstream emissions of the fuel they consume, a previously unaccounted-for component. We now incorporate upstream emissions using well-to-tank (WTT)<sup>23</sup> emission factors from the Department for Environment, Food and Rural Affairs DEFRA for Scope 3 emissions. This refinement enables a more comprehensive assessment of the environmental impact of company car use, encompassing emissions from the entire lifecycle of the fuels consumed. The emission factor is chosen according to the type of vehicle (size, class) and engine (diesel, petrol, electric, etc.), in order to be as close as possible to reality.

### **Commuting**

Emissions from commuting include emissions from both private and public transport, and from EIB Group staff both

22. Fuel and energy-related emissions not included in Scope 1 or 2.

23. These result from the extraction, transportation, refining, purification or conversion of primary fuels into fuels for direct use by end users, as well as from the distribution of these fuels.



working from the office and working from home (particularly in 2020 and 2021 due to the coronavirus pandemic). Prior to the COVID-19 pandemic, remote work was uncommon (less than 0.5% of the total workdays). However, since 2020 and the subsequent return to post-pandemic operations, working from home has evolved into a significant and prevalent practice, highlighting the relevance of considering these emissions.

To ensure completeness, upstream emissions linked to commuting have also been added and included in the commuting category (Scope 3), for all modes of transport (private car, public transport).

### **Minibus**

The minibuses were replaced with electric models at the end of 2022, and the related emissions have therefore been accounted for in the total electricity emissions since then.

### **Rental cars**

Rental car emissions were first reported in 2016, increasing EIB Group net emissions by 92 tCO<sub>2</sub>e (0.5% of the overall net footprint). The data quality was improved in 2017 by using distance travelled rather than cost data. To ensure completeness, upstream emissions linked to the fuel consumed by rental cars have also been calculated and included in the rental car category (Scope 3).

### **Paper**

The inclusion of paper types and sizes in 2016 has required fine-tuning over the years. Furthermore, greater understanding of single- and double-sided printing has enabled us to improve the methodology for paper reported from 2016 to 2019, which was holistically updated in 2019. In 2022 and 2023, the number of sheets (instead of pages) was reported from both staff printers and the in-house copy centre, which resulted in better accuracy of the related emissions.

### **Data centres**

If data centre emissions had been calculated using IEA factors as in the past methodology rather than being sourced via Luxembourg-based ILR, disregarding the upstream emissions of the electricity consumed by the data centres, they would have been 157 tCO<sub>2</sub>e lower than the 253 tCO<sub>2</sub>e reported.

## **Exclusions**

For EIB Group external offices, only air travel (booked through the central system) is included within the scope of reporting. All other emissions sources for these offices are currently excluded because the required data are not available. Further efforts will be made in subsequent reporting years to measure the environmental impact of international subsidiary offices.

Emissions from hotel stays are not added to the EIB Group's total carbon footprint pending a more precise methodology of emissions by hotel class and not only by country of location.

The EIB Group is committed to continually improving the quality of reported data, wherever possible, and continuing to fine-tune its methodology to improve the coverage and transparency of its disclosures.

# APPENDIX III: CARBON EMISSION REDUCTION TARGET 2018-2025

The European Investment Bank (EIB) Group has been calculating and reporting on its carbon footprint since 2007. It first met the European Union’s target of a 20-30% carbon emission reduction by 2020 from the baseline in 2007. In its Climate Bank Roadmap 2021-2025,<sup>24</sup> the EIB Group defined a carbon emission reduction target to comply and ensure the long-term alignment of its internal activities with the goals of the Paris Agreement.

Therefore, **by 2025 the EIB Group aims to reduce absolute gross greenhouse gas emissions by about 30%**, compared with a business-as-usual scenario in 2025. This corresponds to an absolute reduction of its annual gross greenhouse gas emissions of 12.4% by 2025 compared with the emissions and scope reported in 2018 (base year). The EIB Group’s emission reduction pathway is illustrated in Figure 14, with emissions expressed as tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e).

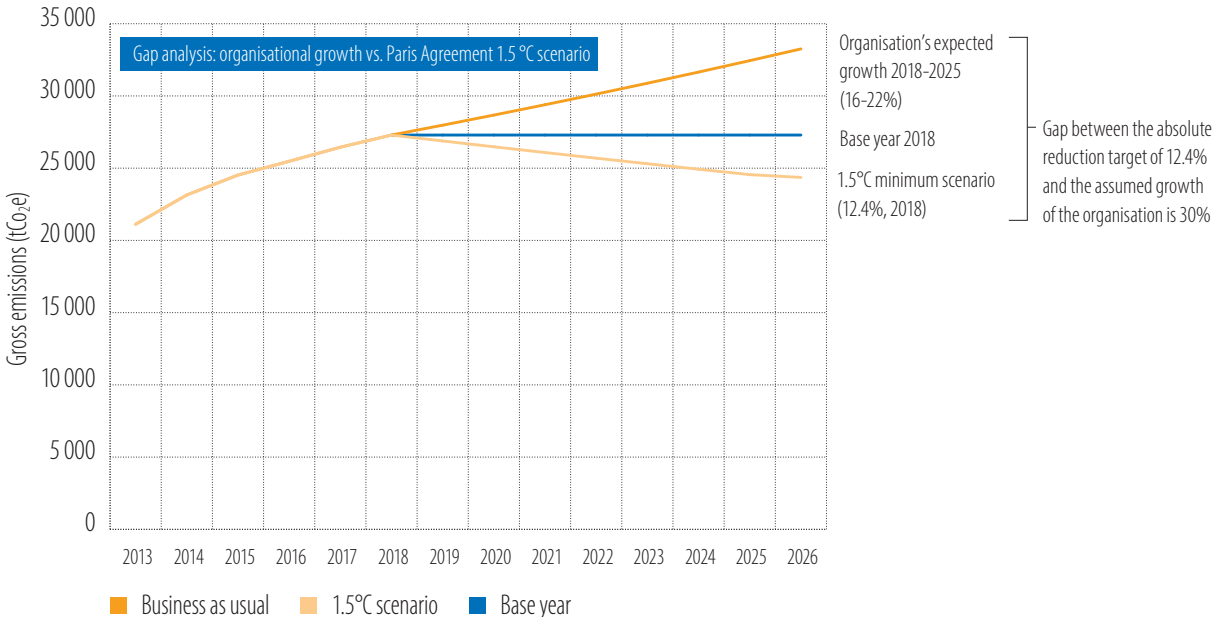


Figure 14: The EIB Group’s emission reduction pathway for internal operations as first published in the EIB Group Climate Bank Roadmap 2021-2025

24. EIB Group Climate Bank Roadmap 2021-2025.

# APPENDIX IV: GRI STANDARD INDICATORS

## GRI Standard 302-4: Reduction of energy consumption

Energy savings due to conservation and efficiency improvements have resulted in a 35% decrease in the energy purchased by the EIB Group per employee since 2018, as shown in Table 8.

ENERGY SOURCE	2023	2022*	2018*	CHANGE WITH 2018 (MWh)	PERCENTAGE CHANGE
Natural gas (MWh)	0	19	130	-130	-100%
Electricity (MWh)	16 487	17 707	20 219	-3 732	-18.5%
Steam (MWh)	12 091	14 622	14 872	-2 781	-18.7%
<b>Total (MWh)</b>	<b>28 578</b>	<b>32 348</b>	<b>35 221</b>	<b>-6 643</b>	<b>-18.9%</b>
Number of employees	4 971	4 647	3 896	+1 075	+27.6%
<b>Energy per employee (kWh)</b>	<b>5 749</b>	<b>6 961</b>	<b>9 040</b>	<b>-3 291</b>	<b>-36.4%</b>

Table 8: Energy consumption per employee

\*Consumption data between 2018 and 2022 have been updated following an in-depth revision.

Within existing buildings, the EIB Group continues to conduct various technical optimisations to minimise energy wastage. These optimisations include the following:

- regulation and distribution of heating and cooling systems (adapting consumption to demand in real time);
- lighting management;
- ventilation systems management;
- maintenance of the Quality Label from SuperDrecksKëscht® fir Betriber for the EKI and WKI buildings (since 2007);
- incorporation of carbon reduction initiatives (Green IT) across the Group's data centres.

## GRI Standard 305: Reduction of greenhouse gas emissions

In addition to the energy-saving measures described in the preceding section, the EIB Group has continued to maintain initiatives to further reduce its greenhouse gas emissions.

With the aim of achieving carbon neutrality for its energy supplies, the EIB Group has been buying 100% renewable electricity (hydropower and wind) from its electricity supplier, Leo SA.

## GRI Standard 306: Waste by type and disposal method

The EIB Group disposes of waste through the Luxembourg municipal authorities. Waste is sorted in-house as far as possible so that it can be recycled. All unsorted waste is incinerated as part of an energy recovery system. Details of the quantities of waste by official categorisation are shown in the table below.

The Luxembourg SuperDrecksKëscht® fir Betriber green label was first awarded to the Bank for its internal waste recycling practices in 2007 and has been renewed annually ever since for the EKI and WKI buildings in Kirchberg. The criteria for obtaining the label are as follows:

- motivation of all participants;
- transposition of all measures for waste prevention;
- visible and accessible collection sites;
- safe and environmentally correct storage;
- waste collection according to type;
- high-quality and transparent waste recycling and disposal;
- environmentally correct management.

The SuperDrecksKëscht® fir Betriber label is certified in accordance with the internationally accepted International Organization for Standardization (ISO) Standard 14024:2000. This certificate includes the control procedures and requirements the inspectors must satisfy; therefore, waste management in the certified businesses fully meets ISO 14024 requirements.

The table below presents the EIB Group's waste in 2023 broken down in accordance with the European Waste Catalogue, pursuant to European Commission Decision 2000/532/EC of 3 May 2000.

CED CODE <sup>25</sup>	OFFICIAL DESCRIPTION OF WASTE	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
04 02 22	Wastes from processed textile fibres	9 185	2 215	758	125	98	0	-	-	-	-	-
07 01 04*	Other organic solvents, washing liquids and mother liquors	0	0	0	0	0	0	-	-	-	-	-
08 01 11*	Waste paint and varnish containing organic solvents or other hazardous substances	146	300	383	632	606	499	162	-	-	203	n/a
08 03 17*	Waste printing toner containing hazardous substances	980	1 996	582	1 775	12 517	818	12 270	6 569	-	4 800	5 700
11 01 07*	Pickling bases	0	0	50	0	20	0	-	-	-	-	-
13 02 08*	Other engine, gear and lubricating oils	-	0	0	0	0	116	-	19	-	29	61
13 05 07*	Oily water from oil/water separators	0	0	0	5 080	0	2 660	0	0	0	0	-
14 06 03*	Other solvents and solvent mixtures	0	0	0	0	253	52	0	0	0	0	-
15 01 01	Paper and cardboard packaging	21 513	17 752	11 078	10 809	27 469	45 312	44 849	33 115	23 740	22 847	80 076
15 01 02	Plastic packaging	4 323	2 648	2 023	1 996	4 087	5 462	4 194	2 573	1 358	1 721	1 335
15 01 04	Metallic packaging	1 817	152	-	-	-	-	-	-	-	-	-
15 01 05	Composite packaging	-	0	-	-	-	-	-	-	-	-	-
15 01 03	Wooden packaging	3 042	2 897	1 295	1 458	1 580	1 577	2 405	-	-	-	-
15 01 06	Mixed packaging	-	0	-	0	0	0	-	-	322	233	5 967
15 01 07	Glass packaging	13 604	10 806	5 239	4 830	16 120	15 035	14 765	18 812	26 875	62 250	38 897
15 01 10*	Packaging containing residues of or contaminated by hazardous substances	653	768	446	385	934	1 212	926	542	-	532	917
15 02 02*	Absorbents, filter materials (including oil filters not otherwise specified), wiping cloths, protective clothing contaminated by hazardous substances	1 239	871	954	1 013	1 042	1 030	1 030	34	-	96	1 363

25. European Waste Catalogue

CED CODE	OFFICIAL DESCRIPTION OF WASTE	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
15 02 03	Absorbents, filter materials, wiping cloths and protective clothing other than those mentioned in 15 02 02	1 158	815	1 734	1 714	1 064	191	395	218	-	404	n/a
16 01 14*	Antifreeze fluids containing dangerous substances	-	0	-	-	0	0	-	-	-	-	-
16 01 18	Non-ferrous metal	0	86	667	0	0	114	0	0	0	0	-
16 01 20	Glass	0	0	-	0	0	1	0	9	527	67	-
16 02 14	Discarded equipment other than that mentioned in 16 02 09 to 16 02 13	872	512	321	0	88	0	19	652	728	-	215
16 02 15*	Hazardous components removed from discarded equipment	-	0	-	0	0	0	0	0	0	80	-
16 02 16	Components removed from discarded equipment other than in 16 02 15	219	0	-	0	30	208	140	-	-	-	-
16 05 04*	Gases in pressure containers (including halons) containing dangerous substances	121	64	48	72	335	174	141	-	-	-	-
16 05 06*	Laboratory chemicals consisting of or containing dangerous substances including mixtures of laboratory chemicals	816	33	216	14	433	66	0	0	0	0	-
16 06 01*	Lead batteries	0	70	115	790	0	0	-	459	63	55	145
16 06 02*	NiCd batteries	-	0	-	0	0	30	-	52	-	60	n/a
17 01 07	Mixtures of concrete, bricks, tiles and ceramics other than those mentioned in 17 01 06	2 529	1 991	3 187	3 446	4 349	3 161	1 602	-	-	-	-
17 02 01	Wood	105 558	26 524	40 232	758	977	8 082	42	-	-	-	-
17 02 03	Plastic	402	190	262	79	43	78	38	-	-	-	-
17 04 05	Iron and steel	26 699	2 280	-	0	0	0	-	529	-	1 510	8 m <sup>3</sup>
17 04 07	Mixed metals	-	0	-	0	0	0	47	-	-	-	-
17 04 11	Cables other than those mentioned in 17 04 10	124	5	335	18	32	90	34	25	37	21	-

CED CODE	OFFICIAL DESCRIPTION OF WASTE	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
17 05 04	Soil and stones other than those mentioned in 17 05 03	-	0	-	0	0	0	20	1 212	-	-	9
17 06 04	Insulation materials other than those mentioned in 17 06 01 or 17 06 03	13 764	476	560	233	536	94	57	1 813	2 886	3 168	1 891
17 06 05*	Construction materials containing asbestos	0	0	1 200	0	0	0	0	6	0	0	
17 08 02	Gypsum-based construction materials other than those mentioned in 17 08 01	153	56	-	0	0	36	23	-	-	-	-
17 09 03*	Other construction and demolition wastes (including mixed wastes) containing dangerous substances	-	0	-	0	0	0	-	-	-	-	-
17 09 04	Mixed construction and demolition wastes other than those mentioned in 17 09 01, 17 09 02 and 17 09 03	250 220	52 690	57 401	26 260	58 720	65 140	9 020	13 723	3 379	1 659	5 097
18 01 03*	Waste whose collection and disposal is subject to special requirements in order to prevent infection	0	0	-	18	0	0	50	50	-	5	n/a
19 08 09	Grease and oil mixture from oil/water separation containing only edible oil and fats	150	4 820	16 040	23 000	104 000	97 120	0	0	0	0	
19 09 06	Solutions and sludges from regeneration of ion exchangers	0	0	-	0	72	0					
19 12 01	Paper and cardboard	-	0	-	0	0	0	32	-	-	-	-
19 12 04	Plastic and rubber	-	0	-	0	0	0	20	-	-	-	-
20 01 01	Paper and cardboard	91 575	95 480	56 291	51 608	92 055	252 868	153 312	212 683	145 505	96 950	84 165
20 01 08	Biodegradable kitchen and canteen waste	84 143	75 833	79 048	115 883	441 016	414 657	314 860	246 830	283 750	232 400	181 700
20 01 13*	Solvents	-	0	-	0	0	0	-	8	-	24	n/a
20 01 14*	Acids	-	0	-	0	0	0	0	21	0	0	
20 01 15*	Alkaline	-	0	-	0	0	0	0	35	30	0	

CED CODE	OFFICIAL DESCRIPTION OF WASTE	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
20 01 19*	Pesticides	-	0	-	0	0	0	-	-	-	-	-
20 01 21*	Fluorescent tubes and other mercury-containing waste	200	373	222	207	213	117	206	-	-	-	-
20 01 23*	Discarded equipment containing chlorofluorocarbons	-	0	-	0	0	32	0	0	0	0	-
20 01 25	Edible oil and fat	2 493	2 359	1 417	659	3 191	4 726	1 870	345	2 390	2 040	2 170
20 01 28	Paint, inks, adhesives and resins other than those mentioned in 20 01 27	-	0	-	0	0	0	0	114	74	49	-
20 01 33*	Batteries and accumulators included in 16 06 01, 16 06 02 or 16 06 03 and unsorted batteries and accumulators containing said batteries	1 557	368	1 238	398	521	265	1 310	197	-	407	437
20 01 34	Batteries and accumulators other than those mentioned in 20 01 33	-	0	-	0	0	0	0	0	119	0	-
20 01 35*	Discarded electrical and electronic equipment other than that mentioned in 20 01 21 and 20 01 23 containing hazardous components (commercial)	3 427	1 093	5 990	42	89	38	-	156	396	516	n/a
20 01 36	Discarded electrical and electronic equipment other than that mentioned in 20 01 21, 20 01 23 and 20 01 35	1 617	1 492	2 004	314	0	800	200	-	-	-	-
20 01 37*	Wood containing hazardous substances	8 504	1 686	1 872	1 364	2 166	4 788	260	-	70	180	n/a
20 01 38	Wood other than that mentioned in 20 01 37	25	0	-	0	0	300	519	-	-	-	-
20 01 39	Plastics	4 203	8 173	3 892	2 169	2 652	4 839	3 574	2 920	2 164	2 408	1 554
20 01 40	Metals	5 219	3 668	7 300	1 863	2 486	2 488	1 563	2 259	2 103	2 118	1 893
20 01 99	Other fractions not otherwise specified	7 236	4 920	4 320	3 577	9 030	8 657	6 145	-	-	-	-
20 02 01	Biodegradable waste	40 000	40 000	56 000	28 000	19 000	0	16 380	23 200	50	100	n/a



CED CODE	OFFICIAL DESCRIPTION OF WASTE	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
20 03 01	Mixed municipal waste	153 187	120 277	135 915	80 349	194 957	208 004	153 808	169 183	214 331	331 900	137 550
20 03 07	Bulky waste	2 267	2 682	6 745	1 470	2 071	0					
Other	Due to changes in waste volumes through restatements at the end of the year, minor deviations exist between the final GRI categories and footprint waste values, represented by this category		207	34 422	11 970	125 850	-67 288	0	-15 670			
19 09 05	Résines échangeuses d'ions (2024)	156										
13 02 05		28										
17 02 02	Verre (new 2024)	45940										
16 05 08*	Produits chimiques d'origine organique à base de ou contenant des substances dangereuses, mis au rebut (new 2024)	138										
16 05 07*	Produits chimiques d'origine minérale à base de ou contenant des substances dangereuses, mis au rebut (new 2024)	318										
20 01 27	Peinture, encre, colles et résines contenant des substances dangereuses (new 2024)	20										

Table 9: EIB Group waste (kg) in each category of the European Waste Catalogue, 2013–2023

Any waste marked with an asterisk (\*) is considered as hazardous waste pursuant to Directive 2008/98/EC, unless Article 20 of that Directive applies. (N/A, not applicable).

# APPENDIX V: GLOSSARY OF EIB GROUP BUILDINGS

**BKI** — BHK Building

**EKI** — East Building

**IAK** — IAK Building

**LHO** — Lighthouse One Building

**LKI** — BLB Building

**PKI** — President Building

**WKI** — West Building









# CARBON FOOTPRINT REPORT

**2023**