Welcome to your CDP Climate Change Questionnaire 2023

C0. Introduction

C0.1

(C0.1) Give a general description and introduction to your organization.

METRO is a leading international food wholesaler which specialises in serving the needs of hotels, restaurants, and caterers (HoReCa) as well as independent merchants (Traders). Around the world, METRO has approx. 17 million customers who benefit from the wholesale company's unique multichannel mix: customers can purchase their goods in one of the large stores in their area as well as by delivery (Food Service Distribution, FSD) – all digitally supported and connected. In parallel, METRO MARKETS is being developed as an international online marketplace for the needs of professional customers which has been growing and expanding continuously since 2019.

In financial year 2021/22, METRO operated in more than 30 countries, employed over 93,000 people worldwide and generated sales of €29.8 billion.

The group is headed by METRO AG, which acts as the central management holding company. It handles group management tasks and bundles central management and administrative functions for METRO.

Under the brands METRO and MAKRO, the company operates the segments Germany, West, Russia and East. In the area of Food Service Distribution (FSD), METRO maintains a strong presence with its METRO delivery service and the delivery companies. With the acquisition of AGM, METRO is strengthening the store-based wholesale network and the delivery business in Austria.

The store network comprises a total of 661 stores in 22 countries, of which 567 offer out-of-store delivery (OOS), and 64 dedicated depots.

In 9 countries, METRO runs only the delivery business (Food Service Distribution, FSD). FSD includes the METRO delivery service as well as the delivery specialists Classic Fine Foods, Pro à Pro, Rungis Express, Aviludo and Pro a Pro Spain.

The segment Others mainly includes the Hospitality Digital, METRO MARKETS and METRO PROPERTIES business units. Hospitality Digital pools the group's digitalisation efforts for customers from the hospitality sector. It includes the development of customised digital solutions for HoReCa customers under the DISH brand, which included the acquisition of Eijsink, a well-established provider of POS solutions for the hospitality industry. METRO MARKETS is further expanding its digital portfolio for independent restaurateurs with its new B2B online marketplace. Through this distribution channel, METRO offers non-food articles

from its own product range as well as products from third parties. METRO PROPERTIES develops, operates and markets an international real estate portfolio. This segment also includes companies providing services in logistics, IT, advertising and procurement.

C0.2

(C0.2) State the start and end date of the year for which you are reporting data and indicate whether you will be providing emissions data for past reporting years.

Reporting year

Start date

October 1, 2021

End date

September 30, 2022

Indicate if you are providing emissions data for past reporting years

No

C0.3

(C0.3) Select the countries/areas in which you operate.

Austria
Bulgaria
Croatia
Czechia
France
Germany
Hungary
India
Italy
Kazakhstan
Netherlands
Pakistan
Poland
Portugal
Republic of Moldova
Romania
Russian Federation
Serbia
Slovakia
Spain
Turkey
Ukraine

C0.4

(C0.4) Select the currency used for all financial information disclosed throughout your response.

EUR

C0.5

(C0.5) Select the option that describes the reporting boundary for which climate-related impacts on your business are being reported. Note that this option should align with your chosen approach for consolidating your GHG inventory.

Financial control

C0.8

(C0.8) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?

Indicate whether you are able to provide a unique identifier for your organization	Provide your unique identifier
Yes, an ISIN code	ISIN ordinary, DE000BFB0019
Yes, an ISIN code	ISIN preference shares, DE000BFB0027
Yes, a Ticker symbol	Ticker Symbol ordinary shares, B4B GR
Yes, a Ticker symbol	Ticker Symbol preference shares, B4B3
Yes, another unique identifier, please specify WKN (Security Identification Number) ordinary shares	BFB001
Yes, another unique identifier, please specify WKN (Security Identification Number) preference shares	BFB002

C1. Governance

C1.1

(C1.1) Is there board-level oversight of climate-related issues within your organization?

Yes

C1.1a

(C1.1a) Identify the position(s) (do not include any names) of the individual(s) on the board with responsibility for climate-related issues.

Position of individual or committee	Responsibilities for climate-related issues
Chief Executive Officer (CEO)	Responsibility for climate-related issues in the reporting year was with the CEO who was the Director on the management board in charge of Sustainability. In this position, the CEO was also responsible for METRO's strategic climate target and its management and the group's overall performance on climate change issues. At METRO AG, the strategic steering of climate-related issues lies with the Sustainability Committee (SusCom). The Board member responsible for Sustainabilityin the reporting year was the CEO of METRO AG, as chairman of the Sustainability Committee. The status of METRO's climate protection target and related initiatives are a scheduled agenda item in each Committee meeting once per quarter. The Board is therefore regularly informed about climate-related issues and decides on strategic issues such as budget requirements for emission reduction activities.

C1.1b

(C1.1b) Provide further details on the board's oversight of climate-related issues.

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Please explain
Scheduled – all meetings	Reviewing and guiding annual budgets Overseeing major capital expenditures Overseeing and guiding employee incentives Reviewing and guiding strategy Overseeing the setting of corporate targets Monitoring progress towards corporate targets Reviewing and guiding the risk management process	The Board member responsible for Sustainability also is chairman of the Sustainability Committee. The status of METROs climate protection target and related initiatives (for carbon reduction) are a scheduled agenda item in each Committee meeting taking place once per quarter. The Board is therefore regularly informed about climate-related issues. Climate-related issues are considered in the usual processes to review and adjust, if necessary, strategy, action plans, policies or budgets. For example, investments in energy saving programs are part of the annual budget planning process. An internal price of CO2 is considered in investment decisions for energy saving investments (small CAPEX decision). We raised the internal carbon price by 100% in 2019. Climate-related issues are also considered within the Investment Proposal process for new store openings and remodelling.

C1.1d

(C1.1d) Does your organization have at least one board member with competence on climate-related issues?

	Board member(s) have competence on climate-related issues	Criteria used to assess competence of board member(s) on climate-related issues
Row 1	Yes	Our COO and CFO have strong competence on climate issues on diverse areas. Both are in regular contact and being continuously updated with climate-related matters by our Vice President for energy management. Our COO, due to his in-country experience and various country CEO positions has led multiple energy saving, asset retrofitting, and logistics initiatives, having built a solid understanding of the impact of our operation on climate, while having been formally upskilled on how climate change has an impact on our business through participating in various industry events, conferences, and trainings. Our CFO, via his daily contact with investors and engagement with them on ESG topics is an internal 'carbon champion' by solid knowledge of how emissions reduction, ambitious climate targets and energy savings positively impact our company's financing. Moreover, our CFO has been formally upskilled through representing the company in multiple ESG events, conferences, and trainings. Our CEO, upon joining the company in May 2021, has embarked on a role of being a climate champion, notably by taking direct management responsibility on our Corporate Responsibility Team, and by linking the long-term component of board remuneration to the performance in the climate protection target.

C1.2

(C1.2) Provide the highest management-level position(s) or committee(s) with responsibility for climate-related issues.

Position or committee

Other, please specify

apart from CEO and Sustainability committee (see answers before):
energy crisis committee, Head of technical operations committee, energy manager conference

Climate-related responsibilities of this position

Managing annual budgets for climate mitigation activities
Managing major capital and/or operational expenditures related to low-carbon products or services (including R&D)
Integrating climate-related issues into the strategy
Setting climate-related corporate targets
Monitoring progress against climate-related corporate targets
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities

Reporting line

Operations - COO reporting line

Frequency of reporting to the board on climate-related issues via this reporting line

Quarterly

Please explain

And if important matters arise

Position or committee

Chief Financial Officer (CFO)

Climate-related responsibilities of this position

Managing annual budgets for climate mitigation activities
Managing major capital and/or operational expenditures related to low-carbon products or services (including R&D)
Managing climate-related acquisitions, mergers, and divestitures
Providing climate-related employee incentives

Coverage of responsibilities

Reporting line

Finance - CFO reporting line

Frequency of reporting to the board on climate-related issues via this reporting line

Quarterly

Please explain

Position or committee

Chief Operating Officer (COO)

Climate-related responsibilities of this position

Managing annual budgets for climate mitigation activities
Managing major capital and/or operational expenditures related to low-carbon products or services (including R&D)
Integrating climate-related issues into the strategy
Setting climate-related corporate targets
Monitoring progress against climate-related corporate targets
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities

Reporting line

Operations - COO reporting line

Frequency of reporting to the board on climate-related issues via this reporting line

Quarterly

Please explain

Position or committee

Sustainability committee

Climate-related responsibilities of this position

Managing annual budgets for climate mitigation activities
Integrating climate-related issues into the strategy
Conducting climate-related scenario analysis
Setting climate-related corporate targets
Monitoring progress against climate-related corporate targets
Managing public policy engagement that may impact the climate
Managing value chain engagement on climate-related issues
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities

Reporting line

CEO reporting line

Frequency of reporting to the board on climate-related issues via this reporting line

Quarterly

Please explain

Position or committee

Chief Executive Officer (CEO)

Climate-related responsibilities of this position

Managing annual budgets for climate mitigation activities
Managing major capital and/or operational expenditures related to low-carbon products or services (including R&D)
Managing climate-related acquisitions, mergers, and divestitures
Providing climate-related employee incentives
Integrating climate-related issues into the strategy
Setting climate-related corporate targets

Coverage of responsibilities

Reporting line

CEO reporting line

Frequency of reporting to the board on climate-related issues via this reporting line

Quarterly

Please explain

And if important matters arise

C1.3

(C1.3) Do you provide incentives for the management of climate-related issues, including the attainment of targets?

	Provide incentives for the management of climate-related issues	Comment
Row 1	Yes	n/a please see below question for more detailed description.

C1.3a

(C1.3a) Provide further details on the incentives provided for the management of climate-related issues (do not include the names of individuals).

Entitled to incentive

Chief Executive Officer (CEO)

Type of incentive

Monetary reward

Incentive(s)

Bonus - % of salary

Performance indicator(s)

Progress towards a climate-related target
Achievement of a climate-related target

Incentive plan(s) this incentive is linked to

Short-Term Incentive Plan

Further details of incentive(s)

Personal target for the CEO includes sustainability KPIs.
The sustainability indicators are relevant within the short-term incentive of the management board of METRO. In this, the metric used to measure the performance against the climate target is to achieve a reduction of CO2 emissions by 2 %pts in FY vs. 2011 basis.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan

A monetary reward is a strong incentive to work on everything possible and economically sound to reach the target.

Entitled to incentive

Management group

Type of incentive

Monetary reward

Incentive(s)

Bonus - % of salary

Performance indicator(s)

Company performance against a climate-related sustainability index (e.g., DJSI, CDP Climate Change score etc.)

Incentive plan(s) this incentive is linked to

Long-Term Incentive Plan

Further details of incentive(s)

Executives of sales lines have an overall sustainability related KPI in their Long- term incentive. Long term incentives contain 3 specific and business related KPIs with sustainability as linking KPI weighted with 10%. Target is to stay the key player for sustainability within industry group measured by KPI "Rank in S&P CSA assessment in our industry group" including GHG emissions reduction as an important driver.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan

A monetary reward is a strong incentive to work on everything possible and economically sound to reach the target.

Entitled to incentive

Energy manager

Type of incentive

Monetary reward

Incentive(s)

Bonus - % of salary

Performance indicator(s)

Progress towards a climate-related target
Achievement of a climate-related target
Reduction in absolute emissions
Reduction in total energy consumption

Incentive plan(s) this incentive is linked to

Not part of an existing incentive plan

Further details of incentive(s)

The Vice President Energy Management at METRO AG is provided with monetary reward with regard to the implementation of specific emissions and energy reduction projects as well as to the achievement of electricity reduction target. His specific targets are the following: Electricity: -2.15% vs. FY 20/21 1, Heat: -1.70 % Water: -0.86% Leakage rate: 7.94%; now FY 22/23 vs. FY 21/22 = Electricity: -- -4.61% %, heat: -4.50%, water -1.00%, leakage rate: 6.5%

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan

A monetary reward is a strong incentive to work on everything possible and economically sound to reach the target.

Entitled to incentive

Board/Executive board

Type of incentive

Monetary reward

Incentive(s)

Bonus - % of salary

Performance indicator(s)

Progress towards a climate-related target
Achievement of a climate-related target

Incentive plan(s) this incentive is linked to

Short-Term Incentive Plan

Further details of incentive(s)

Personal target for the entire management board includes sustainability KPIs. The sustainability indicators are relevant within the short-term incentive of the management board of METRO. In this, the metric used to measure the performance against the climate target is to achieve a reduction of CO2 emissions by 2 %pts in FY vs. 2011 basis.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan

A monetary reward is a strong incentive to work on everything possible and economically sound to reach the target.

Entitled to incentive

Corporate executive team

Type of incentive

Monetary reward

Incentive(s)

Bonus - % of salary

Performance indicator(s)

Company performance against a climate-related sustainability index (e.g., DJSI, CDP Climate Change score etc.)

Incentive plan(s) this incentive is linked to

Long-Term Incentive Plan

Further details of incentive(s)

Executives of sales lines have an overall sustainability related KPI in their Long- term incentive. Long term incentives contain 3 specific and business related KPIs with sustainability as linking KPI weighted with 10%. Target is to stay the key player for sustainability within industry group measured by KPI "Rank in S&P CSA assessment in our industry group" including GHG emissions reduction as an important driver.

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan

A monetary reward is a strong incentive to work on everything possible and economically sound to reach the target.

C2. Risks and opportunities

C2.1

(C2.1) Does your organization have a process for identifying, assessing, and responding to climate-related risks and opportunities?

Yes

C2.1a

(C2.1a) How does your organization define short-, medium- and long-term time horizons?

	From (years)	To (years)	Comment
Short-term	0	1	Within the METRO risk reporting process, we generally assess risks over a prospective 1-year period
Medium-term	1	3	In addition to the risks with 1-year period, strategic risks cover at least the medium-term planning horizon (3 years).
Long-term	3	10	METRO monitors and assesses longer-term risks and opportunities in its energy-related risk monitoring process regarding the analysis on increasing CAPEX/OPEX with temperature rise of 2°C degree.

C2.1b

(C2.1b) How does your organization define substantive financial or strategic impact on your business?

All identified risks are classified based on uniform standards and quantitative and qualitative indicators with regard to the loss potential and probability of occurrence. For the risk matrix the significance levels are calculated based on EBITDA and updated prior to the annual Risk Inventory for each Governance Unit.

We assess the risks using a 4x4 matrix with the following thresholds:

Loss potential (group level)

• Significant > €300 million

• Major > €100–300 million

• Moderate > €50–100 million

• Minor ≤ €50 million

Probability and frequency of occurrence

• Probable > 50%

• Possible > 25–50%
• Low ≥ 10–25%
• Unlikely < 10%

Frequency is not disclosed separately. A „substantive financial impact" would be related to risks assessed as follows: either the effect on EBITDA is more than €100 million, or the effect on EBITDA is €50-100 million and the probability of occurrence is above 25%, or the probability of occurrence is above 50%. The risk assessments on the highest aggregation level are reported in the Opportunities and Risk Report of the Annual Report.

C2.2

(C2.2) Describe your process(es) for identifying, assessing and responding to climate-related risks and opportunities.

Value chain stage(s) covered

Direct operations
Upstream
Downstream

Risk management process

Integrated into multi-disciplinary company-wide risk management process

Frequency of assessment

Annually

Time horizon(s) covered

Short-term
Medium-term
Long-term

Description of process

The group's Governance, Risk and Compliance Committee (GRCC) is chaired by the Chief Financial Officer of METRO AG and regularly discusses methods and new developments of the GRC subsystems. The committee also conducts regular reviews of the current opportunity and risk situation.
METRO conducts an annual risk inventory combining bottom-up and top-down risk assessments to systematically map and assess group-wide risks based on uniform criteria. During bottom-up risk reporting, Governance Units identify and assess their risks and report the results by providing a risk reporting package, including all relevant single risks identified by the Governance Unit with documentation on risk description, assessment and response measures. On corporate level, Corporate Process Owners, as functional experts, validate the bottom-up reported information regarding their function and add their own top-down risk assessment. The results are documented in functional risk profiles (FRP). The FRPs contain detailed risk descriptions and information about risk assessment, the considered bottom-up reported risks, response measures and the maturity grade.

The FRPs are validated in interaction between Corporate Process Owners and the GRC committee and specific steps to improve risk management are devised. For the aggregation of functional risks into consolidated risks, a Monte Carlo simulation is used to provide information on several risk scenarios also considering interdependencies amongst different risks. The same simulation technique is used to define a risk aggregate which helps to identify potential going concern scenarios and acts as an early warning indicator.

The scope of the risk management comprises risks that can stem from exogenous factors like economic and political risks; regional and specific country risks; legal environment; capital market; competition; customers; general public; and nature and environmental influences. Many of those risks are affected by climate change. Therefore, climate change related risks and opportunities as well as other ESG related issues are integrated into the company-wide risk management process. At company level Corporate Responsibility Department, for example, assesses the potential reputational risk if METRO fails to meet stakeholder expectations, eg. if the company would miss its GHG emissions target. At asset level climate related risks like "business interruption due to flooding" are assessed by local Store Operation Departments.
In that way we compile an overarching risk and opportunity portfolio for METRO.

Longer-term risks are monitored and assessed by METRO Energy Management Department in a separate energy-related risk monitoring process regarding the analysis on increasing CAPEX/OPEX with temperature rise of 2°C.

C2.2a

(C2.2a) Which risk types are considered in your organization's climate-related risk assessments?

	Relevance & inclusion	Please explain
Current regulation	Relevant, always included	Current regulation is taken into account as it could have an impact on business decisions. Example: GEG Building Energy Legislation – in all new store openings or big remodellings in Germany the energy standard is increased, e.g KfW 55 and KfW 40. We considered it in our 5Star-Evaluation of New Store openings- as internal guideline not only in Germany but in the whole METRO operations Inclusion in risk assessment: Current regulations are included in our Risk Management under the risk groups “Risks related to the business environment” as well as “Specific industry sector risks“. We observe current regulation as part of due diligence checks in case of planned investments. Also, the respective corporate functions maintain close contact to the regulatory field, e.g.

		via working groups of trade associations etc. The impact of carbon or energy regulation on technical investments such as the shift to renewable energy by implementing photovoltaic systems or the F-Gas exit and instalment of new cooling systems, are included in the internal Risk "OPEX increase / additional CAPEX" which is described as follows: Higher investments needed to meet new technological standards to react to change of technical operations (eg. because of legislation) due to climate change (eg. resource scarcity). Higher operational costs expected due to eg. Resource scarcity. Resource scarcity (increasing prices – raw material, energy, water): As METRO is causing directly and indirectly CO2 emissions we would be affected from this regulation. Any tax or levy would have an impact on prices for fossil fuel consumption (store operations) and products/services (sourcing). Additional costs could relate to METRO. Regulation (taxes eg. Co2 tax, carbon price): According to the Paris Agreement on Climate Protection (EU) countries have committed to national reduction targets on Greenhouse gas (GHG) emissions. GHG emissions are calculate in terms of CO2 emissions. We see a high probability that a CO2 tax (or levy) will be introduced in the EU. Investments in new technology (eg. Electric Vehicles, Photovoltaic, F-Gas Exit Program FEP for refrigerants) The gross risk is assessed as follows: We assumed that a CO2 tax was introduced earliest 2021. Risk: >3.5 m€/yearly (at initial CO2 price 25 €/to) Implemented by tax, levy, Emission Trading scheme; ETS is the minimum agreement new mediums heating + transportation; Refunds + partially compensation, e.g. for high carbon & energy performance.
Emerging regulation	Relevant, always included	Emerging Regulation is always taken into account as it could have an impact on business decisions. Example: Coming into force Jan 2023, German SCDDA (LkSG) (and future EU SCDDA) as well as EU Deforestation regulation require METRO DE and METRO AG (and METRO Logistics as of 2024) to comply with its requirements. Potential violations of new legislation and not complying with the attempt to constrain actions that contribute to the adverse effects of climate change within METRO owned companies and our supply chain pose the concrete risk of being fined and for reputational reasons. Inclusion in risk assessment: Emerging regulation is monitored by Department Corporate Public Policy and Corporate Responsibility Department also via annual Materiality Analysis.

Technology	Relevant, always included	Technology related risks are always taken into account as they could impact business. For example, EU Regulation on F-Gases , which are used as refrigerants in cooling facilities by METRO, influences availability of cooling facility technologies and refrigerants volumes. A risk is constituted if METRO should invest in cooling facility technologies which may not be state of the art in a few years due to technological progress and changes in cooling technology. We closely monitor further development of prices and availability. Inclusion in risk assessment: Risks from change in technology are monitored by experts in Energy Management Department.
Legal	Not relevant, included	In general, legal risks are always taken into account in our risk assessment process. For example, the use of unauthorised refrigerants in commercial refrigeration systems. In light of current and emerging climate related regulation such as German SCDDA (LkSG) and EU SCDDA we expect that climate-related litigation claims will become more and more relevant to METRO in near future (after coming into force date 2023).
Market	Relevant, always included	Market related risks are always taken into account as they could impact business. For example, the risk “Challenges in the business model” is classified as particularly relevant risk in our risk reporting. This considers trends in consumer behaviour and expectations. We see climate change and transition to low carbon economy as part of the overall risk called "Fail to meet stakeholder expectations regarding sustainability". This could include an increasing demand for low carbon products, e.g. energy efficient electrical appliances or locally sourced food products. Inclusion in risk assessment: The Corporate Public Policy continuously monitors and identifies topics of special interest and media issues of relevance to the group. This enables us to address the public debate with swift, clear and uniform statements. In addition, on country level experts for example from Quality Assurance assess the market trends in their specific markets.
Reputation	Relevant, always included	Reputational risk is always taken into account as it could impact customer behaviour. For example, we see climate change and transition to low carbon economy as part of the overall risk called "Fail to meet stakeholder expectations regarding sustainability". Reputational risks arise if

		METRO fails to meet stakeholder expectations, for example if the company would miss it's GHG emissions reduction target to reduce its Scope 1 and Scope 2 CO2 emissions by 60% per square metre of selling and delivery space by 2030 compared to 2011..
Acute physical	Relevant, always included	Acute physical risks are always taken into account as they could impact business and assets. Example: Our business operations could, for example, be interrupted by natural disasters like flooding or cyclones. Currently, we see this risk as material in a few countries, e.g. for majority of our nine Pakistani stores. Inclusion in risk assessment: These risks are assessed on regular basis for our store network by local Store Operation Departments. The impact of mitigating activities of acute physical risks are included in the internal Risk "OPEX increase / additional CAPEX" which is described as follows: Higher investments needed to meet new technological standards to react to change of technical operations (eg. Because of legislation) due to climate change (eg. Resource scarcity). Higher operational costs expected due to eg. Resource scarcity. Resource scarcity (increasing prices – raw material, energy, water): As METRO is causing directly and indirectly CO2 emissions, we would be affected from this regulation. Any tax or levy would have an impact on prices for fossil fuel consumption (store operations) and products/services (sourcing). Additional costs could relate to METRO. Regulation (taxes eg. CO2 tax, carbon price): According to the Paris Agreement on Climate Protection (EU) countries have committed to national reduction targets on Greenhouse gas (GHG) emissions. GHG emissions are calculate in terms of CO2 emissions. We see a high probability that a CO2 tax (or levy) will be introduced in the EU. Investments in new technology (eg. Electric Vehicles, Photovoltaic, F-Gas Exit Program FEP for refrigerants, heat pumps) The gross risk is assessed as follows: CO2 tax was introduced in 2021. Risk: >3 m€/yearly (at initial CO2 price 25 €/to) Implemented by tax, levy, Emission Trading scheme; ETS is the minimum agreement new mediums heating + transportation; Refunds + partially compensation, e.g. for high carbon & energy performance
Chronic physical	Relevant, always included	Chronic physical risks are always taken into account in mid-term perspective as they could impact future business.

		For example, we assess the current and future water stress risk for our stores. Climate change is considered as it might impact future water stress level. Without sufficient water supply in terms of quantity or quality proper store operations is at risk as water is needed for cleaning, sanitation and ice production. Inclusion in risk assessment : We applied the Aqueduct Water Risk Tool to assess the water stress risk for our entire store network. The Tool provides information on current and future water stress levels.

C2.3

(C2.3) Have you identified any inherent climate-related risks with the potential to have a substantive financial or strategic impact on your business?

Yes

C2.3a

(C2.3a) Provide details of risks identified with the potential to have a substantive financial or strategic impact on your business.

Identifier

Risk 1

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Emerging regulation

Carbon pricing mechanisms

Primary potential financial impact

Increased indirect (operating) costs

Company-specific description

METRO's operative business is dependent on energy and resources with annual energy costs of about 190,000,000€ in FY21/22. To operate the stores, energy is needed, eg. for lighting and cooling. As around 40% of METRO`s assortment (share of turnover, fresh and ultra-fresh) on shelves in stores needs to be cooled, cooling is needed to keep the food fresh and also be in line with hygiene requisitions. Also, to ensure a pleasant shopping experience at METRO the stores in respective geographical areas need heating in the winter time, and with this heating sources like gas or heating oil. National regulations that aim to decrease the climate impact of accumulated energy and fuel consumption could lead to a higher energy price level (e.g. electricity, gas, fuel) and therefore to higher energy costs for METRO if no counter-measures are taken.

For example, in Germany, with about 102 of entire 661 stores and a related high share of electricity consumption, new and altering apportionments take influence on the electricity price. Especially the EU Emissions Trading System (EU ETS) apportionment is getting stricter every year. Due to these additional price components alone our energy costs increased compared to the previous year. Due to the EU ETS, the available amount of emission allowances are getting less, and therewith more expensive.
The implementation of a carbon price will have an additional effect in the near future. In Germany, for example, a CO2 tax of €25 per ton CO2 was introduced on 1st January 2021 for the heat and transport sector.Current price is 30€/ton. Actual political discussion to increase to 45€/ton from 2024 on.
With METRO's annual energy consumption a 10% increase in energy price levels would cause about €19m of additional costs per year. This calculation is based on METRO's total energy costs of 190m€ per year. The assumption of 10% cost increase was calculated in an internal scenario analysis based on past experiences and overall effects of energy regulations plus geographical differences in METRO's store network. Of the 661 total stores, 447 stores are based in the EU and therefore impacted by EU regulation.

Time horizon

Short-term

Likelihood

Virtually certain

Magnitude of impact

Medium-low

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

19,000,000

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

Explanation of financial impact figure

With METRO's annual energy consumption a 10% increase in energy price levels would cause about €19m of additional costs per year. This calculation is based on METRO's total energy costs of 190m€ per year. The assumption of 10% cost increase was calculated in an internal scenario analysis based on past experiences and overall effects of energy regulations plus geographical differences in METRO's store network. Of the 661 total stores, 447 stores are based in the EU and therefore impacted by EU regulation.

Cost of response to risk

78,000,000

Description of response and explanation of cost calculation

In order to both counteract rising costs and continue to improve the company's carbon footprint METRO took the following measures:
- METRO Energy Management pursues an intelligent and flexibly structured purchasing strategy. METRO was able to keep company energy price increases at a moderate rate.
- To cut our energy consumption levels further, we pressed ahead with our energy-saving programmes and invested t in technical improvements at all sales lines. METRO Wholesale sales line invested almost 15,4 million € in the last year in energy-efficiency building equipment and 61,1m€ in new climate friendly refrigeration systems.
- Furthermore training and awareness rising programmes were set up. For the training and awareness rising programmes no significant additional costs occurred as they were conducted within existing structures.
- The costs for METRO AG Energy Management department equate a low single-digit million euro sum per year.
To achieve further cost savings, CO2 savings and to be independent from market price increasing METRO invests in 14 further Photovoltaic systems in the Smaragd Initiative,.

The current global situation on energy matters – i.e. energy supply uncertainty, need for switch to alternative sources / renewable energy, energy saving needs, scale and affordability of available technology – is pushing METRO to reconsider its stores' layout and development to mitigate these challenges. One example is our remodelled store in Salzburg Austria and the new customer fulfilment centre in Romania.

Comment

n/a

Identifier

Risk 2

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Acute physical

Other, please specify

Increased severity and frequency of extreme weather events such as cyclones and floods

Primary potential financial impact

Increased capital expenditures

Company-specific description

An increase in extreme weather events such as storms or floods can have a negative impact on METRO's business activity with financial implications depending on the extreme event. This could lead to business interruption and damage to assets (such as

stores, warehouses) and stock (goods in stores and warehouses). METRO operates ca. 661 stores in 22 countries, and therefore securing uninterrupted (from extreme weather conditions) access to these stores is essential. For example, floods became an occurring and repeating natural disaster event, e.g. in Pakistan. Some of the nine Pakistani stores are in direct exposure, i.e. close to water courses. Due to repair and maintenance reasons, store operations can be limited during the period of floods recovery with an impact on loss of sales and revenue. Increased capex is then needed to repair damaged assets (stores / warehouses).
Financial implications depend on the number of specific extreme events and related damages. The estimated range on METRO group level is €10 million up to €50 million. The estimation of 8,000,000 is based on assumptions of how long stores have to be closed or are not able to work properly and related loss of sales due to direct damages to the store itself or to public infrastructure and stock losses. In this example in Pakistan.

Time horizon

Short-term

Likelihood

Very likely

Magnitude of impact

Medium-low

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

8,000,000

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

Explanation of financial impact figure

Financial implications depend on the number of specific extreme events and related damages. The estimated range on METRO group level is €10 million up to €50 million. The estimation of 8,000,000 is based on assumptions of how long stores have to be closed or are not able to work properly and related loss of sales due to direct damages to the store itself or to public infrastructure and stock losses. In this example in Pakistan.

Cost of response to risk

0

Description of response and explanation of cost calculation

The energy supply of METRO stores can be affected by natural disasters such as floods or storms when the public electricity grid is disrupted by the disaster. The idea here is to make stores independent of general public energy supply in case of emergencies. Six of

the nine Pakistani stores were equipped with a photovoltaic system as counter measure to become independent of grid energy in case of weather incidents such as storms or floods (in the other stores emergency power generators would support in case of disruptions of energy supplies). In case of a natural disaster, trained staff is crucial to prevent further impact & damage to the stores and goods and to pick up business as usual as soon as possible to continue business. To manage natural disaster events recovery and business continuity plans and staff preparedness trainings are in place. Loss due to business interruption and damage to stock are covered by insurance cover. No significant additional costs related to climate change for insurance coverage and staff trainings.

Comment

n/a

Identifier

Risk 3

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Current regulation

Mandates on and regulation of existing products and services

Primary potential financial impact

Increased capital expenditures

Company-specific description

Some countries like Spain and France introduced taxation/charges on the use of climate damaging refrigerants. The taxation leads to an increase of the expenditure for refrigerants. It is likely that other countries will follow with similar regulation. As about 25% of METRO's food assortment needs to be cooled, refrigeration is an important cost driver. Due to leakage refrigerants have to be refilled. But the risk might not be related to refrigerant related GHG emissions only. There is the risk of an overall CO2 tax or pricing. F-Gas Regulation no 517/2014 led in 2021 to the next step of phase out of refrigerants. It leads to strong price increasing for refrigerants with higher GWP – our estimation is also an effect to refrigerants with GWP <2,500 with an increase of +400%. Refrigrants above GWP 2,500 is not available anymore in the EU.

The financial implication of this risk depends on the country specific taxation schemes to be introduce. For the example of Spain we face an increase by 400% for refilling costs due to the tax. Potential financial impact per year is estimated based on assumption of CO2 tax of 40€/t CO2 on emissions from leakage of cooling agents and the calculated emissions on country level within METRO's Carbon Accounting process (3rd party verified by KPMG). The assumption is based on the annual CO2 emissions by leakage of cooling agents in METRO Spain. The emissions data for Spain including cooling leakage data are reported on quarterly basis in METRO's carbon accounting database.

Time horizon

Medium-term

Likelihood

Very likely

Magnitude of impact

Medium-low

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

5,000,000

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

Explanation of financial impact figure

The financial implication of this risk depends on the country specific taxation schemes to be introduce. For the example of Spain we face an increase by 400% for refilling costs due to the tax. Potential financial impact per year is estimated based on assumption of CO2 tax of 40€/t CO2 on emissions from leakage of cooling agents and the calculated emissions on country level within METRO's Carbon Accounting process (3rd party verified by KPMG). The assumption is based on the annual CO2 emissions by leakage of cooling agents in METRO Spain. The emissions data for Spain including cooling leakage data are reported on quarterly basis in METRO's carbon accounting database.

Cost of response to risk

61,000,000

Description of response and explanation of cost calculation

METRO has a strategy in place to replace refrigerants with high GWP (over 2500) by refrigerants with a lower GWP or even natural coolants. By doing so METRO adapts to the requirements from the EU regulation on refrigerants. The strategy is implemented in all countries METRO is doing business, not only in EU countries. In addition, we improved service and maintenance checks to reduce refill rate of refrigerants. Example/case study: If technically possible we replace coolants with high GWP by natural refrigerant CO2On group level we reduced GHG emissions related to refrigerant losses by 33% per square meter sales floor compared to base year 2011. These management activities cause additional costs of more than €1,1 billion over until 2040.

Comment

n/a

Identifier

Risk 4

Where in the value chain does the risk driver occur?

Upstream

Risk type & Primary climate-related risk driver

Chronic physical

Changing precipitation patterns and types (rain, hail, snow/ice)

Primary potential financial impact

Decreased revenues due to reduced production capacity

Company-specific description

Climate change increasingly alters precipitation patterns in some parts of the world. In Asia and Eastern Europe the occurrence of floods during harvesting period increases and often threatens or even completely destroys agricultural production. In Southern Europe and Northern Asia droughts cause crop failures. Negative effects of climate change on agriculture can lead to increased production costs and as a result, to increased prices in the fresh food segment. According to the „OECD-FAO Agricultural Outlook 2018-27“, prices for wheat will rise within the next ten years. Parts of this can be attributed to the effects of climate change (crop failures and devastations by extreme weather events). A significant share of METRO’s food assortment (share of sales) is directly affected from rising commodity prices (pastries, pasta, poultry) or indirectly (wheat based binding agents). Also stock availability for vegetables and potatoes is at risk due to climate change related effects. In most EU countries where competitive pressure is high, this may cause declining sales for METRO.
The financial impact is estimated to ~€100 million from reduced sales or increased purchasing costs according to the findings of the„OECD-FAO Agricultural Outlook 2018-27“.

Time horizon

Long-term

Likelihood

More likely than not

Magnitude of impact

Medium-high

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

100,000,000

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

Explanation of financial impact figure

The financial impact is estimated to ~€100 million from reduced sales or increased purchasing costs according to the findings of the„OECD-FAO Agricultural Outlook 2018-27“.

Cost of response to risk

20,000

Description of response and explanation of cost calculation

In many countries (e.g. Pakistan, , Turkey, Bulgaria) METRO supports local suppliers in producing high-quality agricultural products. This includes training programmes in modern and resource-saving farming methods and quality assurance by proper cooling chain that significantly reduces the amount of spoiled products and therefore saves resources. In return, METRO can rely on a network of local resources in order to supply people in the local community with local products. Usually, these products come with a price increase. The 20,000€ costs of response is an assumption on the margin-investment by METRO for locally produced food products, based on experiences in the assortment procurement.

Example/case study :
METRO Italy enhances the local regions and has around 7,000 local products in the assortment. The connection with local food and wine traditions is key to support restaurateurs in offering a unique menu. METRO Italy supports producers in ensuring high safety standards, animal welfare aspects and to enhance awareness about environmental impact of local products in away-from-home consumption. The sales network of 49 stores and 2 dedicated delivery depots allows us to be capillary in this engagement throughout the Italian territory.

Comment

Risk 4 is just one example of physical risks from climate-change related to resources availability in our supply chain. There are further risks related to other commodities or risk drivers.

Identifier

Risk 5

Where in the value chain does the risk driver occur?

Downstream

Risk type & Primary climate-related risk driver

Chronic physical
Other, please specify
Rising mean temperatures

Primary potential financial impact

Decreased revenues due to reduced demand for products and services

Company-specific description

As a wholesale company focusing on the gastronomy and hospitality sector, the Hotels, Restaurants and Catering (HoReCa) customers are the biggest turnover contributor for METRO. These customers are, especially in main touristic regions, directly linked to tourism activities. Many METRO stores are located in Southern Europe, especially in countries by the Mediterranean Sea: 259 out of 661 stores overall are located in France, Spain, Portugal, Italy, Bulgaria, Croatia, Serbia and Turkey.
According to climate science, this region may see a strong increase in temperature and of heat waves and droughts in Summer months. These can lead to decreased tourism in this region and a diversion of tourism flows towards Northern countries - resulting in decreased business for METRO's customers and thus in a reduced METRO turnover.
A calculation of the reduced turnover in HoReCa segment in focus markets for METRO in Southern Europe: France, Spain, Portugal, Italy, Bulgaria, Turkey, Croatia, Serbia.
The impact was calculated based on the turnover of the countries (which is not reported publicly on country level). The minimum range estimates sales impact of one country during one season affected, summed up for the maximum of all 8 countries potentially affected make up the maximum range of 300.000.000

Time horizon

Long-term

Likelihood

About as likely as not

Magnitude of impact

Low

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

Potential financial impact figure – minimum (currency)

38,000,000

Potential financial impact figure – maximum (currency)

300,000,000

Explanation of financial impact figure

A calculation of the reduced turnover in HoReCa segment in focus markets for METRO in Southern Europe: France, Spain, Portugal, Italy, Bulgaria, Turkey, Croatia, Serbia.
The impact was calculated based on the turnover of the countries (which is not reported publicly on country level). The minimum range estimates sales impact of one country during one season affected, summed up for the maximum of all 8 countries potentially affected make up the maximum range of 300.000.000

Cost of response to risk

0

Description of response and explanation of cost calculation

The long-term management of this risk is included in METRO's regular strategy process, on group- and also on country-level. Within the country specific Strategy Plan (SSP) a 5 year financial planning also includes the development of the countries customer base and business, and the impact of the local METRO Wholesale business model. Annually, the SSP is reviewed and adapted if needed. After the 5 year period, a new SSP is set up and evaluated.
In 2021, the impact of COVID-19 on tourism in Mediterranean countries showed actual reduced turnover due to less tourism activities. This is evaluated at corporate level currently and will be included and form a part of the further strategic decisions how to mitigate similar risks.

More on cost calculation:
There is no additional or specific cost of response to this risk as the mitigation is included in METRO's regular strategy process. The specific team of strategy managers on country entity level consists per average of 2 FTE, the dedicated corporate SSP team of 3 FTE. Personal expenses for the 5 FTE sum up to 500.000€ but are not dedicated to managing only this specific task.

Comment

n/a

C2.4

(C2.4) Have you identified any climate-related opportunities with the potential to have a substantive financial or strategic impact on your business?

Yes

C2.4a

(C2.4a) Provide details of opportunities identified with the potential to have a substantive financial or strategic impact on your business.

Identifier

Opp1

Where in the value chain does the opportunity occur?

Direct operations

Opportunity type

Energy source

Primary climate-related opportunity driver

Use of lower-emission sources of energy

Primary potential financial impact

Reduced direct costs

Company-specific description

Systematically identifying and communicating opportunities is an integral part of METRO's corporate management.
We conduct macroeconomic analyses, study relevant trends and evaluate market, competition and locality analyses. We also analyse the critical success factors of our business models and the relevant cost drivers of our company. The Management Board of METRO AG specifies the derived market and business opportunities as well as efficiency enhancement potential in the context of strategic as well as short-term and medium-term planning. It does so by engaging in a regular dialogue with the management of the group companies and units at the central holding company. As a company, we pursue market- and customer-driven business approaches in this process and continually review our strategy to ensure long-term sustainable growth.

Countries that have to meet national climate targets (Nationally Determined Contributions -NDCs) will improve the overall climate efficiency of their power plant fleet. This will reduce the GHG emissions of the electricity grid mix and will reduce METRO's climate impact deriving from electricity consumption (scope 2) significantly. About 17% of the company's carbon footprint derives from indirect energy consumption. METRO would therefore be positively affected by these developments. Subsequently the planned measures for achieving METRO's own carbon reduction target consider the projected change in the electricity mix in the countries we operate. This is expected to reduce investments in GHG emissions reduction projects, like energy saving or own renewable energy projects.

Estimated with a range of one to five million € less investment in energy saving programs based on projections of national grid mixes, assumptions about METROs future electricity demand and related lower demand for investments in own reduction measures.

Time horizon

Medium-term

Likelihood

Likely

Magnitude of impact

Low

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

Potential financial impact figure – minimum (currency)

1,000,000

Potential financial impact figure – maximum (currency)

5,000,000

Explanation of financial impact figure

Estimated with a range of one to five million € less investment in energy saving programs based on projections of national grid mixes, assumptions about METROs future electricity demand and related lower demand for investments in own reduction measures.

Cost to realize opportunity

0

Strategy to realize opportunity and explanation of cost calculation

Systematically identifying and communicating opportunities is an integral part of METRO's corporate management.
We conduct macroeconomic analyses, study relevant trends and evaluate market, competition and locality analyses. We also analyse the critical success factors of our business models and the relevant cost drivers of our company. The Management Board of METRO AG specifies the derived market and business opportunities as well as efficiency enhancement potential in the context of strategic as well as short-term and medium-term planning. It does so by engaging in a regular dialogue with the management of the group companies and units at the central holding company. As a company, we pursue market- and customer-driven business approaches in this process and continually review our strategy to ensure long-term sustainable growth.
As an example we are evaluating in all of our countries the use of PV systems. In this way we continuously increase our PV capacity and thereby use to opportunity to save CO2 emissions and energy OPEX.
METRO supports national efforts to achieve national climate targets and improve climate efficiency by its activities also via politics and associations. For example, being a member of the Electric Vehicle 100 (EV100) initiative METRO committed itself to further expand its support for electric logistics and mobility in general.
Globally, METRO installed more than 800 charging stations mostly accessible to its customers, employees and the public. METRO Netherlands, Austria, Italy and France are using EV for its delivery fleet. For employees, the fleet management car policy of METRO AG is supporting EV & plug-in hybrids.

No additional significant costs occur because activities are part of METRO's dialogue with politics and associations. Moreover, costs are more related to internal resources (manpower, workstreams) and not investments therefore are not considered as costs to realise the opportunity

Comment

n/a

Identifier

Opp2

Where in the value chain does the opportunity occur?

Direct operations

Opportunity type

Resource efficiency

Primary climate-related opportunity driver

Other, please specify

decreased energy demands

Primary potential financial impact

Reduced indirect (operating) costs

Company-specific description

The IPCC forecasts that temperature regimes may change significantly (IPCC 6th assessment special report - Global Warming of 1.5 ºC). Rising mean temperatures will lead to shorter and/ or milder winter periods in some regions. This will result in decreased heating energy demands. Regarding METRO's business activities stores in Russia, Ukraine and Kazakhstan (131 stores) may be affected. METRO recognizes that the effects of climate change like altered temperature regimes have mostly adverse effects (like droughts, floods, etc. in many other regions) and is therefore fully dedicated to curb emissions and fight climate change.
Our company is more exposed than ever to economic, environmental, social and cultural challenges. Similarly, we experience that sustainability is the key to transforming these challenges into opportunities. METRO operates an active sustainability management system in order to enshrine sustainability systematically and organisationally in its core business
European regulatory initiatives to promote energy efficiency present opportunities for METRO to achieve better environmental performance and cost savings as well. Energy is an important part of METRO's operational costs, reducing its consumption may thus contribute to the competitiveness of stores. METRO has launched an energy reduction plan for the period from base year 2011 until 2040 and worked on several energy efficiency sub-projects in order to compensate energy inflation. As a result, the ratio of electricity consumption by square meter is decreasing from 384 in 2011 to 279 kWh per square meter sales floor and delivery area in FY21/22.

The financial impact is estimated based on experienced decrease in demand for heating in some stores during the last years.

Time horizon

Medium-term

Likelihood

Likely

Magnitude of impact

Low

Are you able to provide a potential financial impact figure?

Yes, a single figure estimate

Potential financial impact figure (currency)

2,200,000

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

Explanation of financial impact figure

The financial impact is estimated based on experienced decrease in demand for heating in some stores during the last years.

Cost to realize opportunity

0

Strategy to realize opportunity and explanation of cost calculation

To answer this opportunity METRO is adapting its building requirements for sales locations. In Spain and Portugal (47 stores) the heating systems of the METRO Wholesale stores were shut down. In the context of scheduled store renovations in the above mentioned countries the possibility to downscale newly installed heating systems will be assessed on the basis of last year's store-specific consumption data and analyses of national weather data.
In all store remodellings, new transcritical CO2 equipment for heat recovery is installed as standard to use the produced heat for store heating and warm water. To realize the opportunity no significant additional cost occurs as it is part of the general and regular efficiency process.

In total with usage of trans-critical CO2 equipment with heat recovery we can save on average 20% of store heating demand.

Comment

n/a

Identifier

Opp3

Where in the value chain does the opportunity occur?

Downstream

Opportunity type

Products and services

Primary climate-related opportunity driver

Shift in consumer preferences

Primary potential financial impact

Increased revenues resulting from increased demand for products and services

Company-specific description

METRO evaluates the materiality of economic, environmental, social topics through their annual materiality analysis and operates an active sustainability management system in order to enshrine sustainability systematically and organisationally in its core business.

Changing consumer behaviour regarding climate change can have positive effects on METRO's business. METRO is selling household, as well as commercial electrical appliances, like refrigerators or washing machines. As the overall energy price level rises customers may be more willing to replace older inefficient appliances. Additionally, the preparedness to spend more money on the acquisition of products and to profit from lower operating costs may lead to higher turnover in the sales of such products. METRO benefits from the related margin, for example turnover from energy efficient appliances (EU energy efficiency class A++ or better).

As an increasing share of customers is willing to pay premiums for sustainable products this may lead to higher turnovers. METRO benefits from through the related margin, for example turnover from energy efficient appliances (EU energy efficiency class A++ or better) and local products. Based on respective sales in relevant markets, we assumed a low-percentage increase due to the drivers outlined above and estimated the expected additional revenues. The figure is based on current market research and customer engagement (surveys, salesforce information etc.).

Time horizon

Short-term

Likelihood

About as likely as not

Magnitude of impact

Low

Are you able to provide a potential financial impact figure?

No, we do not have this figure

Potential financial impact figure (currency)

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

Explanation of financial impact figure

As an increasing share of customers is willing to pay premiums for sustainable products this may lead to higher turnovers. METRO benefits from through the related margin, for example turnover from energy efficient appliances (EU energy efficiency class A++ or better) and local products. Based on respective sales in relevant markets, we assumed a low-percentage increase due to the drivers outlined above and estimated the expected additional revenues. The figure is based on current market research and customer engagement (surveys, salesforce information etc.).

Cost to realize opportunity

0

Strategy to realize opportunity and explanation of cost calculation

In today's climate-aware marketplace, and for a customer-focused company like METRO, shifting customer preferences is of primary importance. Given our climate focus as a company, this joint priority creates a win-win situation. Changing consumer preferences, can be a risk for a company like METRO - but proactive sustainability management can transform this into opportunity. To identify new consumer trends and sales potential, METRO analyses sustainability and climate change studies, e.g. by Nielsen.

We have therefore tasked ourselves to support our customers to make climate friendly purchasing decisions by providing relevant information. This serves also to distinguish METRO against competitors.

Therefore, we offer a wide range of energy efficient appliances and inform customers about life cycle costs of electrical appliances with dedicated campaigns, e.g. in FR and DE.
METRO highlights products and services that are less likely to have a negative impact on the environment than standard products and offer energy saving information (instore, in print, online and on our own corporate website) so that our customers can easily understand their reducing GHG emissions reduction potential simply by choosing such products or services. We also use the EU energy labelling.
On our online shopping platform we provide extensive information guides for household appliances, where energy efficiency categories are explained, and tips for efficient operation are provided. Offered articles can be filtered by efficiency rating. For example, about 2/3 of the offered fridge appliances have a rating of A++ or better.

Since embarking in this journey, we have seen an enhanced relationship with our customers – evidenced by KPIs such as NPS but also through anecdotal customer feedback such as customer surveys and enhanced customer acquisition numbers.

As market studies and consumer surveys are part of METRO's ongoing business intelligence activities, no additional significant costs occur. For customer information measures no significant additional costs occur as these measures are integrated into the standard advertising processes and trainings for sales staff. Moreover, product offer management and customer engagement are also part of 'Business as usual' at METRO,

therefore no additional costs are needed to bring this initiative to life. Therefore, we have assumed a total cost of zero to realise this opportunity.

Comment

n/a

Identifier

Opp4

Where in the value chain does the opportunity occur?

Direct operations

Opportunity type

Markets

Primary climate-related opportunity driver

Other, please specify

Capital Markets: Access to investors

Primary potential financial impact

Increased access to capital

Company-specific description

As a stock-listed company in Germany, METRO is dependent on investors and their willingness to buy company shares as well as procurement of short- and medium-term funding. To engage investors and analysts, the corporate departments Investor Relations and Creditor relations manage the dialogue with these stakeholders. In the past 2-3 years, ESG topics became increasingly important to investors decisions in investing in METRO. Due to this development, Investor and Creditor Relations focus more and more on ESG information on METRO to convince investors b by presenting a proven future-resilient and sustainable business-model. Strong results in ESG ratings and inclusion in ESG indices are confirmations of this engagement and make METRO an investment of choice for ESG-oriented investors.
Our company is more exposed than ever to economic, environmental, social and cultural challenges. Similarly, we experience that sustainability is the key to transforming these challenges into opportunities. METRO operates an active sustainability management system in order to integrate sustainability systematically and organisationally in its core business. Our stakeholders evaluate the measures implemented by us, for example, through ratings. In financial year 2020/21, we were once again listed in the Food & Staples Retailing group in the internationally important Dow Jones Sustainability Index (DJSI) World and Europe. In 2022, METRO was also once again listed in the FTSE4Good Index. Morgan Stanley Capital International Inc. (MSCI) gave METRO an AA rating (scale CCC to AAA). Morningstar Sustainalytics ranks METRO’s risk as low in the risk assessment with a value of 17.6 (scale 0 to 40+), which puts the company in 26th place out of 194 companies within the analysed sector.

The financial impact depends on how many shares the investors acquire. This is not in

detail public or shared with METRO. Based on past experiences with investors and decisions METRO can assume that these movements and following investment decisions are based on ESG information METRO shared with the respective investor.

Time horizon

Short-term

Likelihood

Virtually certain

Magnitude of impact

Medium-low

Are you able to provide a potential financial impact figure?

No, we do not have this figure

Potential financial impact figure (currency)

Potential financial impact figure – minimum (currency)

Potential financial impact figure – maximum (currency)

Explanation of financial impact figure

The financial impact depends on how many shares the investors acquire. This is not in detail public or shared with METRO. Based on past experiences with investors and decisions METRO can assume that these movements and following investment decisions are based on ESG information METRO shared with the respective investor.

Cost to realize opportunity

0

Strategy to realize opportunity and explanation of cost calculation

Together with experts from the Corporate Responsibility department, the team of Investor Relations is informing investors of METRO's ESG strategy and activities on an ongoing basis, usually every quarter.
METRO AG understands Investor relations as an ongoing and focused communication process with institutional and private investors as well as financial analysts comprising the Group’s strategy and its past, present and future business development.

Mission of Investor Relations:
Transparency, reliability and trust are major drivers for creating value. Investor Relations manifests theses values in its dialogue with the capital market. Therefore, Investor Relations is an integral and significant part of the corporate strategy.

Dealing with analysts and investors long-term-oriented Investor relations activities lead to a fair valuation of the company at the capital markets. Further objectives are:

•equity can be raised anytime on best market terms
•stock price volatility and thus the cost of capital are reduced, and
•the company has a sound, solid and professional stockholder structure.

Together with experts from the Corporate Responsibility department, the ESG communication strategy within Investor Relations has been strengthened, including overall information of METRO's sustainability activities which is used in bilateral talks with financial stakeholders, ESG conferences and METRO hosted Analyst-/Investor Meetings. To demonstrate progress in ESG criteria, METRO refers to its ranking in different ESG ratings, or refers to specific company relevant KPIs, such as emission reductions or an increased sustainable assortment. Next to basic ESG information provided, the teams also answer individual investor or analyst requests.

More about cost calculation:
The ongoing dialogue with Investors on ESG criteria is a part of the daily work of the teams Investor Relations and Corporate Responsibility. Therefore, no additional costs occur.

Comment

n/a

Identifier

Opp5

Where in the value chain does the opportunity occur?

Direct operations

Opportunity type

Markets

Primary climate-related opportunity driver

Other, please specify

Access to capital by ESG-linked credits

Primary potential financial impact

Increased access to capital

Company-specific description

METRO is using different financial instruments to acquire capital, eg. Commercial paper, bonds, Schuldscheindarlehen (loan notes), bilateral and syndicated credit facilities. METRO has been looking into possibilities to link credit spread of a financial instrument to METRO's ESG performance. For example in December 2022 METRO contracted its first sustainability-linked syndicated loan. The special feature of this type of loan is that the conditions are linked to the achievement of pre-agreed targets.
The willingness and acceptance of financial institutions and investors for such instruments is rising and creating more opportunities for METRO to access capital.
For example, METRO could aim for a a lower credit spread because it is linked to ESG

performance. KPIs to measure that performance could either be a rank in a specific ESG rating or defined KPIs such as a decreasing plastic footprint, reducing CO2 emissions and meeting its climate targets or increasing the share of renewable energy measures.
Based on experience and general information on ESG-linked loans or bonds this range of the potential financial impact shows the size of opportunity. The financial impact figure shows the overall potential figure of a new bond, loan, or credit METRO could apply for, not the added value by ESG-linked and by this smaller credit spread. The figure is calculated on a 'real-life' scenario of discussions with banks (loan offers and their respective terms) and is based on the assumption that METRO AG would require a specific level of funding in the coming years (amount of funding is confidential).

Time horizon

Medium-term

Likelihood

Likely

Magnitude of impact

Low

Are you able to provide a potential financial impact figure?

Yes, an estimated range

Potential financial impact figure (currency)

Potential financial impact figure – minimum (currency)

100,000

Potential financial impact figure – maximum (currency)

250,000

Explanation of financial impact figure

Based on experience and general information on ESG-linked loans or bonds this range of the potential financial impact shows the size of opportunity. The financial impact figure shows the overall potential figure of a new bond, loan, or credit METRO could apply for, not the added value by ESG-linked and by this smaller credit spread. The figure is calculated on a 'real-life' scenario of discussions with banks (loan offers and their respective terms) and is based on the assumption that METRO AG would require a specific level of funding in the coming years (amount of funding is confidential).

Cost to realize opportunity

0

Strategy to realize opportunity and explanation of cost calculation

METRO is in constant dialogue and cares for relationships with financial institutes managed by the Corporate Treasury and Corporate Responsibility departments. The Corporate Treasury department is the central competence, support and service partner

within the Group for all treasury related tasks or questions and is responsible for the financing and Treasury related risk management of METRO. As a central treasury service center, it relies on extensive standardization to enable transparent, efficient, secure and highly automated processes based on a modern system landscape. The department ensures that short- and long-term liquidity for METRO AG and its subsidiaries is available at all times. For this purpose, Corporate Treasury uses various instruments on the capital and banking markets. Furthermore, the team maintains communication with banks, credit investors, credit insurers and rating agencies and is responsible for interest rate and currency risk management. In this process, sustainability topics are taken into account where useful and applicable, in close alignment with the Corporate Responsibility department.

More on cost calculation:
The analysis of ESG-linked bonds / -loans is part of the departments' regular processes and daily work. Therefore, no additional cost to realize this opportunity occurs.

Comment

n/a

C3. Business Strategy

C3.1

(C3.1) Does your organization’s strategy include a climate transition plan that aligns with a 1.5°C world?

Row 1

Climate transition plan

No, but our strategy has been influenced by climate-related risks and opportunities, and we are developing a climate transition plan within two years

Explain why your organization does not have a climate transition plan that aligns with a 1.5°C world and any plans to develop one in the future

On top of our 2040 Climate Neutrality target, at METRO AG we have set ourselves ambitious Science Based Targets (SBTs) in all 3 Scopes. We are committed to reducing Scope 1 and Scope 2 CO2 emissions by 60% per square meter of sales and delivery space by 2030 compared to 2011. Our Scope 1 and Scope 2 targets are in line with the reductions required to keep global warming to well below 2°C by 2100 compared to pre-industrial levels as this was the key stakeholder requirement back in the day where this was set. In 2019, METRO extended the climate target to the supply chain and became the first German company in the retail/wholesale sector to set a recognized science-based target for itself. We are therefore committed to reducing absolute Scope 3 CO2 emissions from the upstream supply chain by 15% by 2030 compared to 2018. As required by the SBTi, we will review these targets in 2023 to reflect our new business model status, while at the same time align with stricter requirements.

C3.2

(C3.2) Does your organization use climate-related scenario analysis to inform its strategy?

	Use of climate-related scenario analysis to inform strategy
Row 1	Yes, qualitative and quantitative

C3.2a

(C3.2a) Provide details of your organization's use of climate-related scenario analysis.

Climate-related scenario	Scenario analysis coverage	Temperature alignment of scenario	Parameters, assumptions, analytical choices
Transition scenarios IEA 2DS	Other, please specify Own Operations & Supply chain		METRO conducts scenario analyses (as recommended by Task Force on Climate-related Financial Disclosures TCFD) and identified the following risks in our business operations as well as in our supply chain: • Physical risks resulting from extreme weather events and water damage (scarcity or flooding) • Risks from business disruptions due to extreme weather events and due to declining economic power for our customers' businesses and thus for our sales • Transition risks such as rising prices for CO2 emissions (with short-term impact on costs and product prices) • Risks of resource scarcity and associated price increases (e.g. for agricultural products over the next 5 to 10 years) • Risks from higher investments in new technologies (carbon-neutral cooling units planned worldwide until 2030) and from investments in the generation of renewable energies (extensive installation of solar systems planned until 2030) We consider these risks in our medium-term risk review and assess risks for revenues and costs based on rising prices and decreasing availability of resources, whereby we also include social impacts.

Physical climate scenarios RCP 8.5	Other, please specify Own Operations & Supply chain		METRO conducts scenario analyses (as recommended by Task Force on Climate-related Financial Disclosures TCFD) and identified the following risks in our business operations as well as in our supply chain: • Physical risks resulting from extreme weather events and water damage (scarcity or flooding) • Risks from business disruptions due to extreme weather events and due to declining economic power for our customers' businesses and thus for our sales • Transition risks such as rising prices for CO2 emissions (with short-term impact on costs and product prices) • Risks of resource scarcity and associated price increases (e.g. for agricultural products over the next 5 to 10 years) • Risks from higher investments in new technologies (carbon-neutral cooling units planned worldwide until 2030) and from investments in the generation of renewable energies (extensive installation of solar systems planned until 2030) We consider these risks in our medium-term risk review and assess risks for revenues and costs based on rising prices and decreasing availability of resources, whereby we also include social impacts.

C3.2b

(C3.2b) Provide details of the focal questions your organization seeks to address by using climate-related scenario analysis, and summarize the results with respect to these questions.

Row 1

Focal questions

What are the physical risks resulting from extreme weather events and water damage (scarcity or flooding), risks from business disruptions due to extreme weather events and due to declining economic power for our customers' businesses and thus for our sales, transition risks such as rising prices for CO2 emissions (with short-term impact on costs and product prices), risks of resource scarcity and associated price increases (e.g. for agricultural products over the next 5 to 10 years), risks from higher investments in

new technologies (carbon-neutral cooling units planned worldwide until 2030) and from investments in the generation of renewable energies (extensive installation of solar systems planned until 2030)?

Results of the climate-related scenario analysis with respect to the focal questions

We considered these risks in our medium-term risk review and assessed risks for revenues and costs based on rising prices and decreasing availability of resources, whereby we also include social impacts.
In a 2 degree Celsius warmer world we expect to have higher CAPEX of 25 m€ p.a. for higher investments in technical equipment (e.g. Air Conditioning) and stronger weather protection measures every year. Also we expect a 8m€ p.a. higher OPEX for higher energy demand (e.g. for Air Conditioning and Refrigeration) and higher R&M measures to be needed. For a 3-degree warmer world we expect CAPEX increase of 46m€ and OPEX increase of 16m€ p.a.

C3.3

(C3.3) Describe where and how climate-related risks and opportunities have influenced your strategy.

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	We are convinced that customer expectation regarding sustainability will increase in general. The public debate about climate change has increased awareness of customers. As the climate impact of consumer goods is increasingly well-known, customers demand more climate-friendly products and retail companies need to contribute to the reduction of product-related carbon emissions . Therefore, METRO offers “more climate-friendly” products, e.g. energy efficient household appliances. Furthermore, METRO sources fresh food products largely locally. For example, we see an increased demand for food products from local production, which is also related to shorter distances between supplier and store. We therefore offer our customers an increased portfolio of local food products, for example this portfolio results in 34.2 million € turnover at sales line METRO Wholesale only in Germany for FY2021/22.

		Also, another concrete decision in this field has for instance been to focus on the introduction of energy efficient household appliances to METRO's range of goods.
Supply chain and/or value chain	Yes	Among several others, one long-term strategy element until 2030 is the adaptation of food procurement. Based on our latest materiality survey (conducted with several internal and external stakeholder feedback), various topics such as our climate target, Human Rights in the supply chain and resource protection are key strategic areas of METRO's sustainability strategy focusing until 2030. To meet these targets, an integrated approach with supply chain actors is a vital part. We aim to keep procurement structures flexible, to develop a centralised procurement approach of certain products until 2020 (e.g. citrus fruits). This will help us to react to local crop failures and to build a stable logistics network with the flexibility to cope with frequent changes of procurement paths. This will enhance the resilience of our procurement against physical climate impacts. For example, with the CDP Supply Chain Program METRO assesses its major suppliers on their impact on Climate, Water and Forest-related issues. In 2020, almost 170 suppliers were surveyed on the three topics.
Investment in R&D	Not evaluated	Not evaluated
Operations	Yes	METRO invests in energy efficiency, conserves resources and avoids waste. This proves our commitment to protecting the climate and the environment as well as reducing costs and meeting legal requirements. Supporting our customers in doing the same triggers true leverage for change. The climate change strategy does help to improve the management of costs (e.g. keep energy costs at current level despite of overall increasing energy costs), to contribute to higher flexibility and to increase our market share and reputation. Our strong international presence allows realizing synergies, to cope with the effects of climate change more effectively and to react to changes more quickly than our competitors. The most important components of the short (>1 year) and mid (1-3 years) term that have been influenced by climate change are focused on the optimization of operational

		processes with regard to energy efficiency and GHG emissions. New locations are systematically equipped with energy saving technologies (e.g. smart meters, LED lighting, energy efficient refrigeration system, heat recovery system) and the minimization of distance to distribution centres has to be considered during the planning of new locations. Also the Corporate Energy Management team does help the local Technical Operations teams (responsible for all store-related issues and maintenance incl. energy and cooling agents) in tendering and procurement of energy, including renewable energy alternatives. The most substantial strategic decision made areahas been to raise the internal carbon price used to guide investment decisions in store operations maintenance to 50€/ton.

C3.4

(C3.4) Describe where and how climate-related risks and opportunities have influenced your financial planning.

	Financial planning elements that have been influenced	Description of influence
Row 1	Direct costs Capital expenditures	Impacted: The local country organizations of METRO Wholesale considered various and individually different, locally relevant climate-related risks and opportunities in their mid-term strategic planning (Value Creation Plans) of the next 5 years. For specific locations, physical climate risks can potentially lead to business interruptions, e.g. for stores impacted by flooding or by heavy precipitation events. These events can lead to decreased revenues if stores need to be closed for a considerable time. For example, locally sourced and more climate-friendly products due to shorter transportation and logistics, result already in 34.2 million € turnover at METRO only in Germany. Also, there is a dedicated budget for operating costs, e.g. costs related to Energy Management Department which coordinates purchase of energy and Energy Saving Programs/ Energy Awareness Programs to reduce energy related costs . There is a dedicated budget for investments in our Energy Saving Programs and Energy Awareness Programs to reduce energy related costs. We invest about 100 million € each year in measures to reduce our own carbon footprint

		For compliance with the EU Regulation on cooling agents we invest more than 623 million € until 2030. This is a significant share of total CAPEX/OPEX. Planning of acquisitions and divestments are areas that are affected neither by potential impacts, nor by management methods regarding the identified risks and opportunities. We support our access to the capital markets by engaging in regular dialogue with credit investors and analysts. Our Creditor Relations Team presents our company to all key European financial markets during its annual roadshow. Moreover, credit investors and analysts can learn about METRO's impressive capabilities in face-to-face meetings and on guided factory tours. Access to capital is an area that is affected neither by potential impacts, nor by management methods regarding the identified risks and opportunities . For example increased risk of extreme weather events leads to increased costs for adaptation at stores which are at high risk from flooding. This impacted our business by higher insurance premiums or building protection measures of some 10,000 €, which is low share of total annual CAPEX/OPEX. Planning regarding liabilities is an area that is affected neither by potential impacts, nor by management methods regarding the identified risks and opportunities. We see increasing expectations by our stakeholders regarding sustainability in general, including requesting contribution to a low-carbon economy. We, therefore, have considered a dedicated budget for investments in measures to reduce our own carbon footprint. An increase in extreme weather events such as storms or floods can have a negative impact on METRO's business activity with financial implications depending on the extreme event. Stores might be affected by natural disasters, especially flooding (e.g. Pakistan). This would lead to business interruption and damage to assets and stock. For example, increased risk of extreme weather events leads to increased costs for adaptation at stores which are at high risk from flooding . This impacted our business by higher insurance premiums or building protection measures of some 10,000 €, which is low share of total CAPEX/OPEX.

C3.5

(C3.5) In your organization's financial accounting, do you identify spending/revenue that is aligned with your organization's climate transition?

	Identification of spending/revenue that is aligned with your organization's climate transition
Row 1	No, but we plan to in the next two years

C4. Targets and performance

C4.1

(C4.1) Did you have an emissions target that was active in the reporting year?

Absolute target

Intensity target

C4.1a

(C4.1a) Provide details of your absolute emissions target(s) and progress made against those targets.

Target reference number

Abs 1

Is this a science-based target?

Yes, and this target has been approved by the Science Based Targets initiative

Target ambition

Well-below 2°C aligned

Year target was set

2019

Target coverage

Company-wide

Scope(s)

Scope 3

Scope 2 accounting method

Scope 3 category(ies)

Category 1: Purchased goods and services

Category 2: Capital goods

Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)

Category 4: Upstream transportation and distribution

Category 5: Waste generated in operations

Category 6: Business travel

Category 7: Employee commuting
Category 8: Upstream leased assets

Base year

2018

Base year Scope 1 emissions covered by target (metric tons CO2e)

Base year Scope 2 emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)

0

Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)

0

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)

0

Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)

0

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)

0

Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)

0

Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)

0

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)

0

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)

Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)

Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)

Base year total Scope 3 emissions covered by target (metric tons CO2e)

26,508,095

Total base year emissions covered by target in all selected Scopes (metric tons CO2e)

26,508,095

Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1

Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)

0

Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)

0

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)

0

Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)

0

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)

0

Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)

0

Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)

0

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)

0

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)

Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)

Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)

Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)

Base year Scope 3, Category 15: Investments emissions covered by target as % of total base year emissions in Scope 3, Category 15: Investments (metric tons CO2e)

Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)

Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)

Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)

100

Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes

100

Target year

2030

Targeted reduction from base year (%)

15

Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]

22,531,880.75

Scope 1 emissions in reporting year covered by target (metric tons CO2e)

Scope 2 emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)

0

Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)

0

Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)

0

Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)

0

Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)

0

Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)

0

Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)

0

Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)

0

Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)

Total Scope 3 emissions in reporting year covered by target (metric tons CO2e)

24,837,706

Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

24,837,706

Does this target cover any land-related emissions?

% of target achieved relative to base year [auto-calculated]

42.0095320568

Target status in reporting year

Underway

Please explain target coverage and identify any exclusions

this target has been approved by the Science Based Targets initiative, well-below 2°C aligned

Target relates to emissions from:
1. Purchased goods and services
2. Capital goods
3. Fuel and energy related activities
4. Upstream transportation & distribution
5. Waste generated in operations
6. Business travel
7. Employee commuting
8. Upstream leased assets

Plan for achieving target, and progress made to the end of the reporting year

On 3.1 emissions: assortment planning, focusing on offer mix (i.e. reducing 'carbon heavy' categories such as meat and dairy and/or substituting with alternatives/vegan versions), Focusing on product characteristics i.e. regional / local sourcing to reduce carbon footprint.
On all other emissions: Included in mainstream business planning as part of reducing carbon footprint.

List the emissions reduction initiatives which contributed most to achieving this target

---

Target reference number

Abs 2

Is this a science-based target?

Yes, we consider this a science-based target, and we have committed to seek validation of this target by the Science Based Targets initiative in the next two years

Target ambition

Well-below 2°C aligned

Year target was set

2021

Target coverage

Company-wide

Scope(s)

Scope 1
Scope 2
Scope 3

Scope 2 accounting method

Location-based

Scope 3 category(ies)

Category 2: Capital goods
Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2)
Category 4: Upstream transportation and distribution
Category 5: Waste generated in operations
Category 6: Business travel
Category 7: Employee commuting
Category 8: Upstream leased assets

Base year

2011

Base year Scope 1 emissions covered by target (metric tons CO2e)

518,177

Base year Scope 2 emissions covered by target (metric tons CO2e)

920,960

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)

0

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target (metric tons CO2e)

0

Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)

0

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)

0

Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)

0

Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)

0

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)

0

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)

Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)

Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)

Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)

Base year total Scope 3 emissions covered by target (metric tons CO2e)

3,665,650

Total base year emissions covered by target in all selected Scopes (metric tons CO2e)

5,104,788

Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1

10.2

Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2

18

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)

Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)

0

Base year Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions covered by target as % of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)

0

Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)

0

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)

0

Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)

0

Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)

0

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)

0

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)

Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)

Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)

Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)

Base year Scope 3, Category 15: Investments emissions covered by target as % of total base year emissions in Scope 3, Category 15: Investments (metric tons CO2e)

Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)

Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)

Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)

71.8

Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes

100

Target year

2040

Targeted reduction from base year (%)

69

Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]

1,582,484.28

Scope 1 emissions in reporting year covered by target (metric tons CO2e)

451,140

Scope 2 emissions in reporting year covered by target (metric tons CO2e)

636,016

Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)

0

Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) emissions in reporting year covered by target (metric tons CO2e)

0

Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)

0

Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)

0

Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)

0

Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)

0

Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)

0

Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 10: Processing of sold products emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)

Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)

Total Scope 3 emissions in reporting year covered by target (metric tons CO2e)

2,691,563

Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

3,778,718

Does this target cover any land-related emissions?

No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

% of target achieved relative to base year [auto-calculated]

37.6478039776

Target status in reporting year

Underway

Please explain target coverage and identify any exclusions

Greenhouse gas emissions from METRO's stores, back offices and warehouses (by selling space and space used for delivery operations) included within the climate protection target. Included are the emissions from electricity, heating and cooling energy consumption, also counting upstream chains and grid losses, refrigerant emissions from commercial cooling and air-conditioning, fuel consumption by company cars, in-house paper consumption for advertising material and office purposes as well as business trips. (target under ongoing development - for example a logistics target was approved and included in 2022 and potentially more to follow). Only direct exclusion at this stage is the scope 3.1 emissions (the rest of scope 3 are mostly included) however for clarity purposes we are not referencing the Abs.1 target above.

Plan for achieving target, and progress made to the end of the reporting year

Under development, first estimate 30 % in 2038-39

List the emissions reduction initiatives which contributed most to achieving this target

C4.1b

(C4.1b) Provide details of your emissions intensity target(s) and progress made against those target(s).

Target reference number

Int 1

Is this a science-based target?

Yes, and this target has been approved by the Science Based Targets initiative

Target ambition

Well-below 2°C aligned

Year target was set

2019

Target coverage

Company-wide

Scope(s)

Scope 1

Scope 2

Scope 2 accounting method

Location-based

Scope 3 category(ies)

Intensity metric

Metric tons CO2e per square meter

Base year

2011

Intensity figure in base year for Scope 1 (metric tons CO2e per unit of activity)

0.107370512

Intensity figure in base year for Scope 2 (metric tons CO2e per unit of activity)

0.202062225

Intensity figure in base year for Scope 3, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Other (upstream) (metric tons CO2e per unit of activity)

Intensity figure in base year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)

Intensity figure in base year for total Scope 3 (metric tons CO2e per unit of activity)

Intensity figure in base year for all selected Scopes (metric tons CO2e per unit of activity)

0.309432737

% of total base year emissions in Scope 1 covered by this Scope 1 intensity figure

100

% of total base year emissions in Scope 2 covered by this Scope 2 intensity figure

100

% of total base year emissions in Scope 3, Category 1: Purchased goods and services covered by this Scope 3, Category 1: Purchased goods and services intensity figure

% of total base year emissions in Scope 3, Category 2: Capital goods covered by this Scope 3, Category 2: Capital goods intensity figure

% of total base year emissions in Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) covered by this Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) intensity figure

% of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution covered by this Scope 3, Category 4: Upstream transportation and distribution intensity figure

% of total base year emissions in Scope 3, Category 5: Waste generated in operations covered by this Scope 3, Category 5: Waste generated in operations intensity figure

% of total base year emissions in Scope 3, Category 6: Business travel covered by this Scope 3, Category 6: Business travel intensity figure

% of total base year emissions in Scope 3, Category 7: Employee commuting covered by this Scope 3, Category 7: Employee commuting intensity figure

% of total base year emissions in Scope 3, Category 8: Upstream leased assets covered by this Scope 3, Category 8: Upstream leased assets intensity figure

% of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution covered by this Scope 3, Category 9: Downstream transportation and distribution intensity figure

% of total base year emissions in Scope 3, Category 10: Processing of sold products covered by this Scope 3, Category 10: Processing of sold products intensity figure

% of total base year emissions in Scope 3, Category 11: Use of sold products covered by this Scope 3, Category 11: Use of sold products intensity figure

% of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products covered by this Scope 3, Category 12: End-of-life treatment of sold products intensity figure

% of total base year emissions in Scope 3, Category 13: Downstream leased assets covered by this Scope 3, Category 13: Downstream leased assets intensity figure

% of total base year emissions in Scope 3, Category 14: Franchises covered by this Scope 3, Category 14: Franchises intensity figure

% of total base year emissions in Scope 3, Category 15: Investments covered by this Scope 3, Category 15: Investments intensity figure

% of total base year emissions in Scope 3, Other (upstream) covered by this Scope 3, Other (upstream) intensity figure

% of total base year emissions in Scope 3, Other (downstream) covered by this Scope 3, Other (downstream) intensity figure

% of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this total Scope 3 intensity figure

% of total base year emissions in all selected Scopes covered by this intensity figure

100

Target year

2030

Targeted reduction from base year (%)

63.9

Intensity figure in target year for all selected Scopes (metric tons CO2e per unit of activity) [auto-calculated]

0.1117052181

% change anticipated in absolute Scope 1+2 emissions

59

% change anticipated in absolute Scope 3 emissions

15

Intensity figure in reporting year for Scope 1 (metric tons CO2e per unit of activity)

0.09

Intensity figure in reporting year for Scope 2 (metric tons CO2e per unit of activity)

0.127

Intensity figure in reporting year for Scope 3, Category 1: Purchased goods and services (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 2: Capital goods (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 3: Fuel-and-energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 5: Waste generated in operations (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 6: Business travel (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 7: Employee commuting (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 8: Upstream leased assets (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 10: Processing of sold products (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 11: Use of sold products (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 13: Downstream leased assets (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 14: Franchises (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Category 15: Investments (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Other (upstream) (metric tons CO2e per unit of activity)

Intensity figure in reporting year for Scope 3, Other (downstream) (metric tons CO2e per unit of activity)

Intensity figure in reporting year for total Scope 3 (metric tons CO2e per unit of activity)

Intensity figure in reporting year for all selected Scopes (metric tons CO2e per unit of activity)

0.217

Does this target cover any land-related emissions?

% of target achieved relative to base year [auto-calculated]

46.7475329151

Target status in reporting year

Underway

Please explain target coverage and identify any exclusions

Target contains carbon emissions from fuel combustion in heating plants, company cars and trucks; cooling agent leakages in cooling plants; use of emergency power units. Heat provided by commercial centers is also reported in Scope 1. We refer to square meter sales floor and delivery space as metric as we see this as the most appropriate metric for retail business.

Plan for achieving target, and progress made to the end of the reporting year

As part of our climate target, below are the steps that we have followed in line with our annual business planning.

- Energy efficiency and renewable energies
- Switching to natural refrigerants in cooling
- the phase-our of fossil heat
- the expansion of photovoltaic systems
- the electrification of the company car fleet
- Zero emission model in new store construction.

List the emissions reduction initiatives which contributed most to achieving this target

C4.2

(C4.2) Did you have any other climate-related targets that were active in the reporting year?

Target(s) to increase low-carbon energy consumption or production
Net-zero target(s)

C4.2a

(C4.2a) Provide details of your target(s) to increase low-carbon energy consumption or production.

Target reference number
Low 1

Year target was set
2015

Target coverage
Company-wide

Target type: energy carrier
Electricity

Target type: activity
Consumption

Target type: energy source
Renewable energy source(s) only

Base year
2015

Consumption or production of selected energy carrier in base year (MWh)
856

% share of low-carbon or renewable energy in base year
1

Target year
2030

% share of low-carbon or renewable energy in target year
4

% share of low-carbon or renewable energy in reporting year
1.65

% of target achieved relative to base year [auto-calculated]
21.6666666667

Target status in reporting year
Underway

Is this target part of an emissions target?
Partly. This target is supporting the aim to reduce CO2 emissions from non-renewable energy sources by shifting to renewable energy. The target helps to decrease Scope 2 emissions.

Is this target part of an overarching initiative?
No, it’s not part of an overarching initiative

Please explain target coverage and identify any exclusions

Our ambition is to increase our share of own generated green electricity by installing PV systems at all our stores where it is economical and technical feasible. Our target for 2030 is to have a minimum of 50.000kWp (60.000.000KWh = 60000 MWh) capacity installed on our roofs and carports.

Plan for achieving target, and progress made to the end of the reporting year

Installation of PV modules on store roofs etc.: We are on track in reaching our target in 2030 as our investment strategy for PV systems sees an increased ram up over the next years. Currently we think we can reach our target of 50.000kWp much earlier (in 2025). Until now we have installed 26.000 KWp (= 24000 MWh own production accumulated in FY2021/22).

List the actions which contributed most to achieving this target

Target reference number

Low 2

Year target was set

2017

Target coverage

Company-wide

Target type: energy carrier

Electricity

Target type: activity

Consumption

Target type: energy source

Renewable energy source(s) only

Base year

2011

Consumption or production of selected energy carrier in base year (MWh)

0

% share of low-carbon or renewable energy in base year

0

Target year

2030

% share of low-carbon or renewable energy in target year

60

% share of low-carbon or renewable energy in reporting year

19

% of target achieved relative to base year [auto-calculated]

31.6666666667

Target status in reporting year

Underway

Is this target part of an emissions target?

This target is supporting the decrease of emissions from non-renewable fuels of METRO's company cars. It is therefore supporting METRO's climate target.

Is this target part of an overarching initiative?

Other, please specify

Climate Strategy 2040

Please explain target coverage and identify any exclusions

Roll out of E-Mobility Infrastructure: In September 2017, METRO AG, together with other international corporations, joined the Electric Vehicle 100 (EV100) Initiative. The aim of this initiative is to promote electric mobility. #EV100 was founded by the Climate Group, an international association of regions and companies committed to an active climate policy. By joining the EV100 initiative, METRO has committed itself to the expansion of electric charging infrastructure, e.g. at the METRO Campus in Düsseldorf as well as at the local parking lots of the METRO stores in all countries METRO Wholesale is active in. In addition, the wholesale specialist wants to promote e-mobility in the company's own fleet.

METRO currently offers >800 charging points. The charging points are distributed across the parking lots of METRO and MAKRO stores in almost all of our countries. Until 2030, the expansion of the charging infrastructure is to be continuously advanced. METRO will then make more than 1,000 charging points available to its customers. An absolute added value for METRO customers: METRO TopCard customers can recharge their e-cars free of charge. In most cases, the average time spent shopping at METRO is sufficient for recharging a car. The electricity comes – where feasible – from photovoltaic systems on the roofs of the stores.

Plan for achieving target, and progress made to the end of the reporting year

So far >800 charging stations installed.

List the actions which contributed most to achieving this target

Target reference number

Low 3

Year target was set

2015

Target coverage

Company-wide

Target type: energy carrier

Electricity

Target type: activity

Consumption

Target type: energy source

Low-carbon energy source(s)

Base year

2011

Consumption or production of selected energy carrier in base year (MWh)

0

% share of low-carbon or renewable energy in base year

0

Target year

2040

% share of low-carbon or renewable energy in target year

100

% share of low-carbon or renewable energy in reporting year

8

% of target achieved relative to base year [auto-calculated]

8

Target status in reporting year

Underway

Is this target part of an emissions target?

yes, this target is included in METRO' group-level climate target and approved science based target.

Is this target part of an overarching initiative?

Other, please specify

Climate Strategy 2040

Please explain target coverage and identify any exclusions

Reduction of electricity Metro Wholesale per m2 operational area

Plan for achieving target, and progress made to the end of the reporting year

Monthly KPI calls with all countries

Yearly Roadmap defined

Best Practice sharing for Energy Savings, see ESP program

List the actions which contributed most to achieving this target

C4.2c

(C4.2c) Provide details of your net-zero target(s).

Target reference number

NZ1

Target coverage

Company-wide

Absolute/intensity emission target(s) linked to this net-zero target

Int1

Target year for achieving net zero

2040

Is this a science-based target?

Yes, we consider this a science-based target, and we have committed to seek validation of this target by the Science Based Targets initiative in the next two years

Please explain target coverage and identify any exclusions

Greenhouse gas emissions from METRO's stores, back offices and warehouses (by selling space and space used for delivery operations) included within the climate protection target. Included are the emissions from electricity, heating and cooling energy consumption, also counting upstream chains and grid losses, refrigerant emissions from commercial cooling and air-conditioning, fuel consumption by company cars, in-house paper consumption for advertising material and office purposes as well as business trips. (target under ongoing development - for example a logistics target was approved and included in 2022 and potentially more to follow). Only direct exclusion at this stage is the scope 3.1 emissions (the rest of scope 3 are mostly included) however for clarity purposes we are not referencing the Abs.1 target above.

Do you intend to neutralize any unabated emissions with permanent carbon removals at the target year?

Yes

Planned milestones and/or near-term investments for neutralization at target year

Under development, first estimate 30 % in 2038-39

Planned actions to mitigate emissions beyond your value chain (optional)

Under development, but for the moment in line with actions required for the management and achievement of Int1 target mentioned above.

C4.3

(C4.3) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.

Yes

C4.3a

(C4.3a) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation	0	0
To be implemented*	0	0
Implementation commenced*	0	0
Implemented*	270	52,300
Not to be implemented	0	0

C4.3b

(C4.3b) Provide details on the initiatives implemented in the reporting year in the table below.

Initiative category & Initiative type

Other, please specify

Other, please specify

Enery Saving Program

Estimated annual CO2e savings (metric tonnes CO2e)

16,300

Scope(s) or Scope 3 category(ies) where emissions savings occur

Scope 2 (location-based)

Voluntary/Mandatory

Voluntary

Annual monetary savings (unit currency – as specified in C0.4)

5,400,000

Investment required (unit currency – as specified in C0.4)

15,400,000

Payback period

1-3 years

Estimated lifetime of the initiative

Ongoing

Comment

Initiative category & Initiative type

Other, please specify

Other, please specify

F-Gas Exit Program (FEP)

Estimated annual CO2e savings (metric tonnes CO2e)

36,000

Scope(s) or Scope 3 category(ies) where emissions savings occur

Scope 1

Scope 2 (location-based)

Voluntary/Mandatory

Mandatory

Annual monetary savings (unit currency – as specified in C0.4)

0

Investment required (unit currency – as specified in C0.4)

61,100,000

Payback period

No payback

Estimated lifetime of the initiative

Ongoing

Comment

C4.3c

(C4.3c) What methods do you use to drive investment in emissions reduction activities?

Method	Comment
Compliance with regulatory requirements/standards	For example: European and national regulations require operators of certain refrigeration systems to minimize leakage of refrigerants. The EU Regulation (EC) No 2037/2000 defines a phase-out process for

	HCFC refrigerants that has begun 2010. The EU regulation (EC) No 842/2006 regulates leakages rates for HFC refrigerant systems. In Germany the “Chemikalien-Klimaschutz-Verordnung” also regulates leakages rates for HFC refrigerant systems. Also, the Energy Performance of Buildings Directive – EPBD by now effective in Germany, is impacting METROs real estate strategy.
Dedicated budget for energy efficiency	METRO designated a dedicated budget to realize energy efficiency improvements. At all sales lines Energy Saving Programs are in place. Energy efficiency measures are authorized when their payback period is less than five years.
Dedicated budget for other emissions reduction activities	There is a dedicated budget for remodelling cooling facilities (F-Gas Exit Strategy). Remodelling measures are prioritised based on age and leakage rate of the cooling facilities.
Dedicated budget for energy efficiency	Dedicated budget for replacement of fossil fuel heatings. Installation of climate friendly alternatives, such as heat recovery systems or heat pumps

C4.5

(C4.5) Do you classify any of your existing goods and/or services as low-carbon products?

Yes

C4.5a

(C4.5a) Provide details of your products and/or services that you classify as low-carbon products.

Level of aggregation

Group of products or services

Taxonomy used to classify product(s) or service(s) as low-carbon

Other, please specify

Carbon Footprint modelling for scope 3.1 emissions (consumer goods products) - estell tool

Type of product(s) or service(s)

Other

Other, please specify

Evaluated all of our products/services

Description of product(s) or service(s)

As part of our Scope 3.1 impact analysis, we are using an input-output model (estell) to calculate environmental impacts of our product categories (as part of our overall scope 3.1 emissions calculation) . Such impacts include carbon impact and have allowed us to

identify product categories that are in the low spectrum on environmental impact, such as beverages and fruit & veg (meat and dairy products are the highest).

Have you estimated the avoided emissions of this low-carbon product(s) or service(s)

Yes

Methodology used to calculate avoided emissions

Other, please specify

estell tool

Life cycle stage(s) covered for the low-carbon product(s) or services(s)

End-of-life stage

Functional unit used

n/a

Reference product/service or baseline scenario used

n/a

Life cycle stage(s) covered for the reference product/service or baseline scenario

End-of-life stage

Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario

0

Explain your calculation of avoided emissions, including any assumptions

There was no calculation of avoided emissions as we only have made the assessment for the baseline. We are looking to update and enhance this assessment in the next FY.

Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year

5

C5. Emissions methodology

C5.1

(C5.1) Is this your first year of reporting emissions data to CDP?

No

C5.1a

(C5.1a) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data?

Row 1

Has there been a structural change?

Yes, a divestment

Name of organization(s) acquired, divested from, or merged with

Details of structural change(s), including completion dates

Operation in Belgium sold

C5.1b

(C5.1b) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?

	Change(s) in methodology, boundary, and/or reporting year definition?	Details of methodology, boundary, and/or reporting year definition change(s)
Row 1	Yes, a change in boundary	Belgium sold, excluded from data

C5.1c

(C5.1c) Have your organization's base year emissions and past years' emissions been recalculated as a result of any changes or errors reported in C5.1a and/or C5.1b?

	Base year recalculation	Scope(s) recalculated	Base year emissions recalculation policy, including significance threshold	Past years' recalculation
Row 1	Yes	Scope 1 Scope 2, location-based Scope 3	consistent with GHG protocol	

C5.2

(C5.2) Provide your base year and base year emissions.

Scope 1

Base year start

January 1, 2011

Base year end

December 31, 2011

Base year emissions (metric tons CO2e)

503,010

Comment

METRO has been recording and publishing its greenhouse gas emissions since 2008, taking into account all the main greenhouse gas emissions that we cause directly and indirectly in the course of our business activities. These are:
• the consumption of fuel oil, natural gas, liquefied natural gas, electricity, district heating and cooling, and paper,
• refrigerant losses for commercial refrigeration and air-conditioning,
• the fuel consumption of company cars and emergency power generators,
• upstream chain emissions and network losses for all direct and indirect energy sources and
• business travel
• Fuel consumption of the company’s fleet of trucks
• All external logistics
• Goods and services procured for our own use (not including paper, as this is included in the climate protection target)
• Assets
• Waste
• Employee commuting
• Leased assets

Scope 2 (location-based)

Base year start

January 1, 2011

Base year end

December 31, 2011

Base year emissions (metric tons CO2e)

911,570

Comment

METRO has been recording and publishing its greenhouse gas emissions since 2008, taking into account all the main greenhouse gas emissions that we cause directly and indirectly in the course of our business activities. These are:
• the consumption of fuel oil, natural gas, liquefied natural gas, electricity, district heating and cooling, and paper,
• refrigerant losses for commercial refrigeration and air-conditioning,
• the fuel consumption of company cars and emergency power generators,
• upstream chain emissions and network losses for all direct and indirect energy sources and
• business travel
• Fuel consumption of the company’s fleet of trucks
• All external logistics
• Goods and services procured for our own use (not including paper, as this is included

in the climate protection target)
• Assets
• Waste
• Employee commuting
• Leased assets

Scope 2 (market-based)

Base year start
January 1, 2011

Base year end
December 31, 2011

Base year emissions (metric tons CO2e)
0

Comment
METRO has been recording and publishing its greenhouse gas emissions since 2008, taking into account all the main greenhouse gas emissions that we cause directly and indirectly in the course of our business activities. These are:
• the consumption of fuel oil, natural gas, liquefied natural gas, electricity, district heating and cooling, and paper,
• refrigerant losses for commercial refrigeration and air-conditioning,
• the fuel consumption of company cars and emergency power generators,
• upstream chain emissions and network losses for all direct and indirect energy sources and
• business travel
• Fuel consumption of the company’s fleet of trucks
• All external logistics
• Goods and services procured for our own use (not including paper, as this is included in the climate protection target)
• Assets
• Waste
• Employee commuting
• Leased assets

Scope 3 category 1: Purchased goods and services

Base year start
January 1, 2018

Base year end
December 31, 2018

Base year emissions (metric tons CO2e)
23,636,257

Comment

Modelled calculation based on input-output model (estell)

Scope 3 category 2: Capital goods

Base year start

January 1, 2011

Base year end

December 31, 2011

Base year emissions (metric tons CO2e)

321,632

Comment

Scope 3 category 3: Fuel-and-energy-related activities (not included in Scope 1 or 2)

Base year start

January 1, 2018

Base year end

December 31, 2018

Base year emissions (metric tons CO2e)

218,702

Comment

Scope 3 category 4: Upstream transportation and distribution

Base year start

January 1, 2018

Base year end

December 31, 2018

Base year emissions (metric tons CO2e)

1,949,708

Comment

Scope 3 category 5: Waste generated in operations

Base year start

January 1, 2018

Base year end

December 31, 2018

Base year emissions (metric tons CO2e)

30,232

Comment

Scope 3 category 6: Business travel

Base year start

January 1, 2018

Base year end

December 31, 2018

Base year emissions (metric tons CO2e)

19,657

Comment

Scope 3 category 7: Employee commuting

Base year start

January 1, 2018

Base year end

December 31, 2018

Base year emissions (metric tons CO2e)

167,312

Comment

Scope 3 category 8: Upstream leased assets

Base year start

January 1, 2018

Base year end

December 31, 2018

Base year emissions (metric tons CO2e)

164,595

Comment

Scope 3 category 9: Downstream transportation and distribution

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

n/a

Scope 3 category 10: Processing of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

n/a

Scope 3 category 11: Use of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

n/a

Scope 3 category 12: End of life treatment of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

n/a

Scope 3 category 13: Downstream leased assets

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

n/a

Scope 3 category 14: Franchises

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

n/a

Scope 3 category 15: Investments

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

n/a

Scope 3: Other (upstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

n/a

Scope 3: Other (downstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

n/a

C5.3

(C5.3) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

Other, please specify

Input-output model (estell) for scope 3.1 emissions calculation

C6. Emissions data

C6.1

(C6.1) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

Reporting year

Gross global Scope 1 emissions (metric tons CO2e)

451,140

Comment

C6.2

(C6.2) Describe your organization's approach to reporting Scope 2 emissions.

Row 1

Scope 2, location-based

We are reporting a Scope 2, location-based figure

Scope 2, market-based

We are reporting a Scope 2, market-based figure

Comment

We do not report publicly a Scope 2, market-based figure. We are currently working on creating a calculation basis for Scope 2, marked-based and collecting corresponding data

C6.3

(C6.3) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

Reporting year

Scope 2, location-based

636,016

Scope 2, market-based (if applicable)

Comment

C6.4

(C6.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure?

No

C6.5

(C6.5) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

Purchased goods and services

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

21,673,815.73

Emissions calculation methodology

Spend-based method

Other, please specify

Bespoke modelling solution /hybrid methodology

Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

Please explain

Calculated via emissions modelling (input - output model estell) based on sales data and other market / product data available.

Capital goods

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

181,298

Emissions calculation methodology

Asset-specific method

Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

Please explain

Data on Capital Goods is also included in METRO's tool for Carbon Accounting and calculated per quarter

Fuel-and-energy-related activities (not included in Scope 1 or 2)

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

165,874

Emissions calculation methodology

Fuel-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

Please explain

Data on scope 3 emissions of Fuel-and-energy-related activities is also included in METRO's tool for Carbon Accounting and calculated per quarter.

Upstream transportation and distribution

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

1,575,188

Emissions calculation methodology

Distance-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners

50

Please explain

Covers logistic services from third party for the transportation and distribution of purchased products.

Waste generated in operations

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

11,162.86

Emissions calculation methodology

Waste-type-specific method

Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

Please explain

Data is based on store-located information of recycling and waste disposal service providers.

Business travel

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

1,590

Emissions calculation methodology

Spend-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

Please explain

The specific data of business travel refers to business travel in Germany. For rest of business travel of the entire METRO figures are computed based on FTE per country and business travel data provided by our travel agencies.

Employee commuting

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

95,967

Emissions calculation methodology

Distance-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

Please explain

Upstream leased assets

Evaluation status

Relevant, calculated

Emissions in reporting year (metric tons CO2e)

107,066

Emissions calculation methodology

Asset-specific method

Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

Please explain

Based on figures from financial reporting th amount of leased assets in EUR is multiplied with the specific emission factors based on the economic Input-Output mode of ESCHER (Model is based on GATP and related databases)

Downstream transportation and distribution

Evaluation status

Not relevant, explanation provided

Please explain

Included in upstream transportation services

Processing of sold products

Evaluation status

Not relevant, explanation provided

Please explain

As a wholesale company we see these emissions as not relevant. METRO's influence on how our customers further process sold goods is very limited.

Use of sold products

Evaluation status

Not relevant, explanation provided

Please explain

As the majority of our products are food we see these emissions as not relevant. The use phase of these products is not related to significant amount of direct energy consumption or GHG emissions. In addition, METRO’s influence on emissions from the use of sold products by our customers is very limited

End of life treatment of sold products

Evaluation status

Not evaluated

Please explain

Downstream leased assets

Evaluation status

Not evaluated

Please explain

Franchises

Evaluation status

Not evaluated

Please explain

Investments

Evaluation status

Not evaluated

Please explain

Other (upstream)

Evaluation status

Not evaluated

Please explain

Other (downstream)

Evaluation status

Not evaluated

Please explain

C6.7

(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?

No

C6.10

(C6.10) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.

Intensity figure

0.00003654

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

1,087,000

Metric denominator

square meter

Metric denominator: Unit total

5,010,052

Scope 2 figure used

Location-based

% change from previous year

0.7

Direction of change

Decreased

Reason(s) for change

Other, please specify

reduced energy consumption

Please explain

Measures to reduce consumption relating to energy, company cars, paper and business travel, and to reduce emissions caused by refrigerant loss. General technical and scientific developments as reflected by the adjustment of the emission factors used to calculate CO2 equivalents. For example, the share of renewable energies in the electricity mix of many countries has increased.

Intensity figure

0.000036538

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)

1,087,000

Metric denominator

unit total revenue

Metric denominator: Unit total

29,754,000,000

Scope 2 figure used

Location-based

% change from previous year

16.9

Direction of change

Decreased

Reason(s) for change

Change in revenue

Please explain

Measures to reduce consumption relating to energy, company cars, paper and business travel, and to reduce emissions caused by refrigerant loss. General technical and scientific developments as reflected by the adjustment of the emission factors used to calculate CO2 equivalents. For example, the share of renewable energies in the electricity mix of many countries has increased.

C7. Emissions breakdowns

C7.1

(C7.1) Does your organization break down its Scope 1 emissions by greenhouse gas type?

No

C7.2

(C7.2) Break down your total gross global Scope 1 emissions by country/area/region.

Country/area/region	Scope 1 emissions (metric tons CO2e)
Germany	78,653
Western Europe	143,058
Eastern Europe & CIS	212,085
Other, please specify Pakistan + India	17,343

C7.3

(C7.3) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

By business division

C7.3a

(C7.3a) Break down your total gross global Scope 1 emissions by business division.

Business division	Scope 1 emissions (metric ton CO2e)
METRO Wholesale	415,064
Headquarter Düsseldorf (incl. service companies)	3,763
METRO Logistics	6,490
Food Service Delivery	25,824

C7.5

(C7.5) Break down your total gross global Scope 2 emissions by country/area/region.

Country/area/region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Germany	113,908	0
Western Europe	111,276	0
Eastern Europe & CIS	365,528	0

Other, please specify Asia (incl. India, Pakistan)	45,304	0

C7.6

(C7.6) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.

By business division

C7.6a

(C7.6a) Break down your total gross global Scope 2 emissions by business division.

Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
METRO Wholesale	606,910	0
Headquarter Düsseldorf (incl. service companies)	9,683	0
METRO Logistics	15,145	0
Food Service Delivery	4,277	0

C7.7

(C7.7) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

No

C7.9

(C7.9) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Increased

C7.9a

(C7.9a) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.

	Change in emissions (metric tons CO2e)	Emissions value (percentage)	Please explain calculation

Change in renewable energy consumption			At the moment, we are not able to provide this level of detailed breakdown since data is not reliable, however we are working on it for the next year's submissions.
Other emissions reduction activities			At the moment, we are not able to provide this level of detailed breakdown since data is not reliable, however we are working on it for the next year's submissions.
Divestment			At the moment, we are not able to provide this level of detailed breakdown since data is not reliable, however we are working on it for the next year's submissions.
Acquisitions			At the moment, we are not able to provide this level of detailed breakdown since data is not reliable, however we are working on it for the next year's submissions.
Mergers			At the moment, we are not able to provide this level of detailed breakdown since data is not reliable, however we are working on it for the next year's submissions.
Change in output			At the moment, we are not able to provide this level of detailed breakdown since data is not reliable, however we are working on it for the next year's submissions.
Change in methodology			At the moment, we are not able to provide this level of detailed breakdown since data is not reliable, however we are working on it for the next year's submissions.
Change in boundary			At the moment, we are not able to provide this level of detailed breakdown since data is not reliable, however we are working on it for the next year's submissions.
Change in physical operating conditions			At the moment, we are not able to provide this level of detailed breakdown since data is not reliable, however we are working on it for the next year's submissions.
Unidentified			At the moment, we are not able to provide this level of detailed breakdown since data is not reliable, however we are working on it for the next year's submissions.
Other			At the moment, we are not able to provide this level of detailed breakdown since data

			is not reliable, however we are working on it for the next year's submissions.

C7.9b

(C7.9b) Are your emissions performance calculations in C7.9 and C7.9a based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?

Location-based

C8. Energy

C8.1

(C8.1) What percentage of your total operational spend in the reporting year was on energy?

More than 0% but less than or equal to 5%

C8.2

(C8.2) Select which energy-related activities your organization has undertaken.

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	Yes
Consumption of purchased or acquired electricity	Yes
Consumption of purchased or acquired heat	Yes
Consumption of purchased or acquired steam	No
Consumption of purchased or acquired cooling	Yes
Generation of electricity, heat, steam, or cooling	Yes

C8.2a

(C8.2a) Report your organization’s energy consumption totals (excluding feedstocks) in MWh.

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	HHV (higher heating value)	0	506,308	506,308
Consumption of purchased or acquired electricity		116,702	1,335,527	1,452,229
Consumption of purchased or acquired heat		0	67,647	67,647
Consumption of purchased or acquired cooling		0	3,886	3,886
Consumption of self-generated non-fuel renewable energy		24,392		24,392
Total energy consumption		141,094	1,913,368	2,054,462

C8.2b

(C8.2b) Select the applications of your organization's consumption of fuel.

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	Yes
Consumption of fuel for the generation of heat	Yes
Consumption of fuel for the generation of steam	No
Consumption of fuel for the generation of cooling	No
Consumption of fuel for co-generation or tri-generation	No

C8.2c

(C8.2c) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.

Sustainable biomass

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

Comment

We do not use this source

Other biomass

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

Comment

We do not use this source.

Other renewable fuels (e.g. renewable hydrogen)

Heating value

HHV

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

Comment

Breakdown below totals is not available

Coal

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

Comment

We do not use this source.

Oil

Heating value

HHV

Total fuel MWh consumed by the organization

48,997

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

Comment

Breakdown below totals is not available

Gas

Heating value

HHV

Total fuel MWh consumed by the organization

432,319

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

Comment

Breakdown below totals is not available

Other non-renewable fuels (e.g. non-renewable hydrogen)

Heating value

Unable to confirm heating value

Total fuel MWh consumed by the organization

0

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

Comment

We do not use this source.

Total fuel

Heating value

HHV

Total fuel MWh consumed by the organization

506,308

MWh fuel consumed for self-generation of electricity

0

MWh fuel consumed for self-generation of heat

0

Comment

Breakdown below totals is not available

C8.2d

(C8.2d) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.

	Total Gross generation (MWh)	Generation that is consumed by the organization (MWh)	Gross generation from renewable sources (MWh)	Generation from renewable sources that is consumed by the organization (MWh)
Electricity	24,392	24,392	24,392	24,392
Heat	0	0	0	0
Steam	0	0	0	0
Cooling	0	0	0	0

C8.2e

(C8.2e) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero or near-zero emission factor in the market-based Scope 2 figure reported in C6.3.

Country/area of low-carbon energy consumption

Germany

Sourcing method

Default delivered electricity from the grid (e.g. standard product offering by an energy supplier), supported by energy attribute certificates

Energy carrier

Electricity

Low-carbon technology type

Hydropower (capacity unknown)

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

3,500

Tracking instrument used

GO

Country/area of origin (generation) of the low-carbon energy or energy attribute

Germany

Are you able to report the commissioning or re-powering year of the energy generation facility?

No

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

Comment

for electric vehicle (EV) car fleet and 25% of energy demand of METRO Campus Düsseldorf - facility of origination not available (hence blank cell)

Country/area of low-carbon energy consumption

India

Sourcing method

Physical power purchase agreement (physical PPA) with a grid-connected generator

Energy carrier

Electricity

Low-carbon technology type

Wind

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

12,000

Tracking instrument used

I-REC

Country/area of origin (generation) of the low-carbon energy or energy attribute

India

Are you able to report the commissioning or re-powering year of the energy generation facility?

Yes

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2016

Comment

Country/area of low-carbon energy consumption

Portugal

Sourcing method

Retail supply contract with an electricity supplier (retail green electricity)

Energy carrier

Electricity

Low-carbon technology type

Renewable energy mix, please specify

Wind + Hydro power

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

26,687

Tracking instrument used

GO

Country/area of origin (generation) of the low-carbon energy or energy attribute

Portugal

Are you able to report the commissioning or re-powering year of the energy generation facility?

No

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

Comment

Green Electricity contract with Portuguese wind & hydropower - mixed sources, energy generation facility commissioning date varies (hence blank cell above)

Country/area of low-carbon energy consumption

France

Sourcing method

Physical power purchase agreement (physical PPA) with a grid-connected generator

Energy carrier

Electricity

Low-carbon technology type

Wind

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

25,000

Tracking instrument used

GO

Country/area of origin (generation) of the low-carbon energy or energy attribute

France

Are you able to report the commissioning or re-powering year of the energy generation facility?

No

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

Comment

Wind PPA with EDF for 3 years - facility commissioning date unknown

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Country/area of low-carbon energy consumption

Austria

Sourcing method

Retail supply contract with an electricity supplier (retail green electricity)

Energy carrier

Electricity

Low-carbon technology type

Hydropower (capacity unknown)

Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

27,953

Tracking instrument used

GO

Country/area of origin (generation) of the low-carbon energy or energy attribute

Austria

Are you able to report the commissioning or re-powering year of the energy generation facility?

No

Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

Comment

C8.2g

(C8.2g) Provide a breakdown by country/area of your non-fuel energy consumption in the reporting year.

C9. Additional metrics

C9.1

(C9.1) Provide any additional climate-related metrics relevant to your business.

Description

Waste

Metric value

35.1

Metric numerator

Waste in kg

Metric denominator (intensity metric only)

square meter sales and delivery floor

% change from previous year

11.4

Direction of change

Increased

Please explain

In previous year we reported food waste only, now we decided to report total waste- due to the fact, that food waste is only 1/3 out of total waste
The increase in total waste relates to higher packaging waste from store inbound processes due to positive revenue development

C10. Verification

C10.1

(C10.1) Indicate the verification/assurance status that applies to your reported emissions.

	Verification/assurance status
Scope 1	Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	Third-party verification or assurance process in place
Scope 3	Third-party verification or assurance process in place

C10.1a

(C10.1a) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Limited assurance

Attach the statement

entire-metro-crr2122.pdf

entire-metro-ar22.pdf

Page/ section reference

AR: page 96: CLIMATE PROTECTION TARGET 2040, page 332 limited assurance report

CR report: page 69 assurance

Relevant standard

ISAE3000

Proportion of reported emissions verified (%)

100

C10.1b

(C10.1b) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.

Scope 2 approach

Scope 2 location-based

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Limited assurance

Attach the statement

entire-metro-crr2122.pdf
entire-metro-ar22.pdf

Page/ section reference

AR: page 96: CLIMATE PROTECTION TARGET 2040, page 332 limited assurance report
CR report: page 69 assurance

Relevant standard

ISAE3000

Proportion of reported emissions verified (%)

100

C10.1c

(C10.1c) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.

Scope 3 category

Scope 3: Capital goods
Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)
Scope 3: Upstream transportation and distribution
Scope 3: Waste generated in operations
Scope 3: Business travel
Scope 3: Employee commuting
Scope 3: Upstream leased assets

Verification or assurance cycle in place

Annual process

Status in the current reporting year

Complete

Type of verification or assurance

Limited assurance

Attach the statement

entire-metro-crr2122.pdf
entire-metro-ar22.pdf

Page/section reference

AR: page 96: CLIMATE PROTECTION TARGET 2040, page 332 limited assurance report
CR report: page 69 assurance

Relevant standard

ISAE3000

Proportion of reported emissions verified (%)

75

C10.2

(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?

No, we are waiting for more mature verification standards and/or processes

C11. Carbon pricing

C11.1

(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?

No, but we anticipate being regulated in the next three years

C11.1d

(C11.1d) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?

We ensure to comply with systems we expected to be regulated (such as carbon taxes) by closely monitoring regulation developments. Here, our internal experts in the team of Corporate Energy Management (responsible for eg. energy procurement and implementing carbon reduction measures) developed different scenarios analyzing impacts of potential regulations. In the next step, this is internally discussed together with Corporate Public Policy (responsible for responsible lobbying) who serve as the link to national and EU regulators, together with the teams of Corporate Responsibility (responsible for climate change strategy), Risk Management and Investor Relations. Potential impacts are also monitored within the regular risk management process including guidance on the specific risks for involved internal parties and mitigating actions defined.

The department Corporate Responsibility is monitoring and assessing Sustainability and CR related issues through the group-wide Risk Management and Issues Management, e.g. upcoming new regulation with regard to climate change. The results of the assessments are considered in the development/adjustment of the climate protection strategy. Corporate Public Policy is in charge of the engagement with policy makers and trade associations.

Corporate Energy Management together with its colleagues in operational functions, the Regional Energy Managers and Technical Operations departments in country operations, are closely monitoring national regulation developments.
In the end we like to lead our investments beside profitability into technology and countries where we are substituting. Therefore, we increased in 2020 our internal carbon price from 25€/ton to 50€/ton.

C11.2

(C11.2) Has your organization canceled any project-based carbon credits within the reporting year?

No

C11.3

(C11.3) Does your organization use an internal price on carbon?

Yes

C11.3a

(C11.3a) Provide details of how your organization uses an internal price on carbon.

Type of internal carbon price

Shadow price

How the price is determined

Benchmarking against peers

Objective(s) for implementing this internal carbon price

Drive energy efficiency
Drive low-carbon investment

Scope(s) covered

Scope 1
Scope 2

Pricing approach used – spatial variance

Uniform

Pricing approach used – temporal variance

Static

Indicate how you expect the price to change over time

Actual price(s) used – minimum (currency as specified in C0.4 per metric ton CO2e)

50

Actual price(s) used – maximum (currency as specified in C0.4 per metric ton CO2e)

50

Business decision-making processes this internal carbon price is applied to

Capital expenditure

Mandatory enforcement of this internal carbon price within these business decision-making processes

Yes, for some decision-making processes, please specify

In business case calculation of energy related Capex

Explain how this internal carbon price has contributed to the implementation of your organization's climate commitments and/or climate transition plan

We use the internal carbon price of 50€ per ton CO2e in our investment processes, i.e. we apply it for CapEx in the connection with technical procurement. All kind of energy saving measures, no matter for which country, are measured not only by their financial ROI and payback period, on top the business case is improved in most of our countries by adding a calculatory saving from reduced CO2e emissions.

We added a carbon price without financial affect but integrated in decision making also within the Investment Proposal process for new store openings and re-modelling by a comparison vs. a base line.

C12. Engagement

C12.1

(C12.1) Do you engage with your value chain on climate-related issues?

Yes, our suppliers

C12.1a

(C12.1a) Provide details of your climate-related supplier engagement strategy.

Type of engagement

Innovation & collaboration (changing markets)

Details of engagement

Run a campaign to encourage innovation to reduce climate impacts on products and services

% of suppliers by number

20

% total procurement spend (direct and indirect)

5

% of supplier-related Scope 3 emissions as reported in C6.5

5

Rationale for the coverage of your engagement

In many of the countries we operate in there is an increasing demand for regional products as part of our offer to our customers – this is due to the shifting consumer preferences towards local culinary experience. That's why we ensure that our customers can buy products from farmers and manufacturers in the region.

Moreover, we understand that the associated shorter transport routes result to lower GHG emissions and in cases, for example in countries where renewable energy is more available and affordable, with more emissions-reduction production

About 20% of all our suppliers are local farmers, i.e. our lever to decrease the carbon footprint of products via local sourcing,. As they provide us with fruits and vegetables the share of total procurement spend is rather low. We are aiming to increase this percentage in the future, while at the same time be able to effectively market local products to customers as a ‘planet-friendly’ element of our offer.

Therefore, our engagement with our suppliers is focused on 2 dimensions. The first is to source as many products as possible from the minimum distances around our stores and warehouses, and the second is to work with our suppliers on more ‘planet friendly’ production methods to reduce the overall GHG footprint of our products and services. At the moment, this type of engagement is more active in Europe, however we aim to push to other regions.

In France, for example, METRO signed the “100% regional” charter with the French vegetable producers’ association Fédération Nationale des producteurs de légumes de France., whichpromotes local vegetable farming and guarantees that METRO stores are supplied with vegetables by farmers within a maximum radius of 50 kilometres.

We also continue to build on our CDP-based supplier engagement by working with smaller suppliers whose capacity and capability was not to the necessary levels to engage in the CDP programme. After an initial engagement with 27 suppliers to improve their capability on scope 1,2 & 3 reporting, we are now focusing on the other end of the spectrum i.e. aligning with our largest and most developed suppliers to ensure our scope 3 emissions calculations are as credible as possible (i.e. aligning calculation methodologies and practices), while continuing to build on join work via associations such as the Consumer Goods Forum.

Impact of engagement, including measures of success

Impact of engagement:
The shorter transport routes associated with local sourcing are also associated with lower GHG emissions of the goods. In France, for example, METRO signed the “100%

regional" charter with the French vegetable producers' association "Fédération Nationale des producteurs de légumes de France". This initiative promotes local vegetable farming and guarantees that METRO Wholesale stores are supplied with vegetables that were harvested that same morning or the night before by farmers within a maximum radius of 50 kilometres. In many of our countries we operate in we do observe an increase in sales of goods sourced locally.

Measures of success:
Our success measure is a % sales or % increase in sales from locally sourced goods. The impact so far was a year-on-year 2% increase in sales from locally sourced goods. We are currently working on setting a solid target on supplier engagement activity.

Comment

We have engaged in multiple climate related supplier engagement initiatives and continue building on this legacy. Following the 2021 global score release of the Carbon Disclosure Project (CDP), METRO has also been reviewed within the CDP Supplier Engagement Rating (SER). Only companies responding to the full version of the CDP climate change questionnaire are included in this review that aims at highlighting companies that most effectively engage suppliers in their climate change journey.
In 2019 we were the first German company in the wholesale and retail sector to have an accredited SBT based on our 2030 targets in all 3 scopes, including our goal to jointly work with our suppliers to reduce their emissions in the upstream value chain by 15%. The majority of CO2-emissions in the food value chain origins in upstream processes, hence we have a clear responsibility to support and encourage our suppliers to act. In 2020 alone, we onboarded 120 of our suppliers to provide climate disclosures as part of the 'CDP Supply Chain Programme Climate', which records suppliers' GHG emissions. For many of them this has been an eye-opening but also empowering process. On the one hand they gained a profound understanding for the greenhouse gas emissions they cause but on the other hand with that realization also comes the chance to sustainably change processes for the better.

C12.2

(C12.2) Do your suppliers have to meet climate-related requirements as part of your organization's purchasing process?

No, but we plan to introduce climate-related requirements within the next two years

C12.3

(C12.3) Does your organization engage in activities that could either directly or indirectly influence policy, law, or regulation that may impact the climate?

Row 1

External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

Yes, we engage directly with policy makers

Does your organization have a public commitment or position statement to conduct your engagement activities in line with the goals of the Paris Agreement?

Yes

Attach commitment or position statement(s)

https://politics.metroag.eu/-/media/project/mag/corporate/politics/documents/dokumente-english/20180615_position_co2_price_en.pdf?rev=ba8ad12aa42241eea5e793d7ee52545c&dl=1

20180615_Position_CO2_Price_EN.pdf

Describe the process(es) your organization has in place to ensure that your external engagement activities are consistent with your climate commitments and/or climate transition plan

We ensure that activities to engage with policy are based on the principles of responsible lobbying and consistent with our climate protection target because of close cooperation between the departments Corporate Responsibility and Public Policy (responsible for strategy and reporting of climate related information and responsible lobbying) and METRO Properties Energy Management (responsible for implementing climate protection measures). In the department of Corporate Responsibility and Public Policy, Corporate Responsibility is monitoring and assessing CR related issues. The results are considered in the development/adjustment of the climate protection strategy. Public Policy is in charge of engagement with policy makers and trade associations. Energy Management is responsible for energy procurement and efficient energy management of the properties. Experts in the field screen possibilities supporting our Energy saving program, the F-Gas-Exit program or related to our energy awareness programs.

The two departments are working closely together to ensure policy influence directions are consistent with the overall climate protection strategy. One dedicated colleague per team is nominated as sparring partner for the other departments. In general, the departments work together in two ways:

1. Corporate Responsibility and Energy department align on overall climate protection strategy, screen internal developments and implement initiatives and actions to meet the climate protection target.
2. Public Policy screens and observes policy developments regarding climate-related issues, eg. upcoming regulations and where necessary contributes to political and social discussions.

C12.3a

(C12.3a) On what policy, law, or regulation that may impact the climate has your organization been engaging directly with policy makers in the reporting year?

Specify the policy, law, or regulation on which your organization is engaging with policy makers

Energy transition

Category of policy, law, or regulation that may impact the climate

Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate

Renewable energy generation

Policy, law, or regulation geographic coverage

Sub-national

Country/area/region the policy, law, or regulation applies to

Germany

Europe

Your organization's position on the policy, law, or regulation

Support with minor exceptions

Description of engagement with policy makers

METRO talks directly to policy makers through its own representative offices in Brussels and Berlin. In addition we are engaged on Germany's energy transition via the German Retail Association. For example one result out of this engagement was a joint position paper of the German retail sector on "How to make Germany's energy transition successful".

Metro Germany is member of the Energy Efficiency Network of different retailers in Europe.

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation

We support the legislation on clean energy generation with minor exceptions. We claim for an overall concept on clean energy that has to equally serve the interests of industry and consumers and take energy efficiency besides clean energy production into account as well.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?

Yes, we have evaluated, and it is aligned

Specify the policy, law, or regulation on which your organization is engaging with policy makers

Food waste-related regulation

Category of policy, law, or regulation that may impact the climate

Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate

Other, please specify

Food waste & sustainable consumption

Policy, law, or regulation geographic coverage

Sub-national

Country/area/region the policy, law, or regulation applies to

Germany

Europe

Your organization's position on the policy, law, or regulation

Support with minor exceptions

Description of engagement with policy makers

Through its representative offices in Berlin and Brussels METRO is actively engaging with policy makers on how to reduce food waste and on consumer behaviour (and related carbon emissions). In addition, METRO provides policy makers and the public with news and answers to their particular questions via social media with the account "METRO_Politics" but also via other channels: https://newsroom.metroag.de/en/news/social-media.

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation

Measures along the entire value chain are needed. Only minor part of food waste occurred within the Retail/Wholesale sector.

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?

Yes, we have evaluated, and it is aligned

Specify the policy, law, or regulation on which your organization is engaging with policy makers

F-Gas regulation

Category of policy, law, or regulation that may impact the climate

Climate change mitigation

Focus area of policy, law, or regulation that may impact the climate

Other, please specify

F-Gas-Exit

Policy, law, or regulation geographic coverage

Sub-national

Country/area/region the policy, law, or regulation applies to

Germany

Europe

Your organization's position on the policy, law, or regulation

Support with minor exceptions

Description of engagement with policy makers

METRO was in exchange with the EU Commission on the review of the F-Gases regulation via its active membership in the Association of European Retailers EuroCommerce, the umbrella association for wholesale and foreign trade in Europe, and its own representative offices in Brussels and Berlin by participating consultations and, in addition, talking directly to policy makers.

Details of exceptions (if applicable) and your organization's proposed alternative approach to the policy, law or regulation

Have you evaluated whether your organization's engagement on this policy, law, or regulation is aligned with the goals of the Paris Agreement?

Yes, we have evaluated, and it is aligned

C12.4

(C12.4) Have you published information about your organization's response to climate change and GHG emissions performance for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Publication

In mainstream reports

Status

Complete

Attach the document

entire-metro-ar22.pdf

Page/Section reference

Page 96 AR report
https://reports.metroag.de/annual-report/2021-2022/_assets/downloads/entire-metro-ar22.pdf

Content elements

Comment

Content elements Strategy, Emissions figures, Emission targets, we could not mark this in the excel file

Publication

In voluntary sustainability report

Status

Complete

Attach the document

entire-metro-crr2122.pdf

Page/Section reference

Pages 16-20 in CR report, https://reports.metroag.de/corporate-responsibility-report/2021-2022/_assets/downloads/entire-metro-crr2122.pdf

Content elements

Comment

Content elements Strategy, Emissions figures, Emission targets, we could not mark this in the excel file

Publication

Other, please specify

Corporate website

Status

Complete

Attach the document

Page/Section reference

https://responsibility.metroag.de/esg-priorities/climate-carbon/climate-protection

Content elements

Comment

Content elements Strategy, Emissions figures, Emission targets, we could not mark this in the excel file

C12.5

(C12.5) Indicate the collaborative frameworks, initiatives and/or commitments related to environmental issues for which you are a signatory/member.

	Environmental collaborative framework, initiative and/or commitment	Describe your organization's role within each framework, initiative and/or commitment
Row 1		

C15. Biodiversity

C15.1

(C15.1) Is there board-level oversight and/or executive management-level responsibility for biodiversity-related issues within your organization?

	Board-level oversight and/or executive management-level responsibility for biodiversity-related issues	Description of oversight and objectives relating to biodiversity
Row 1	Yes, both board-level oversight and executive management-level responsibility	Biodiversity relates in many ways to other topics (in our case: raw material sourcing, esp. commodities linked to deforestation: soy, palm-oil, beef, paper & wood, fish & seafood. Conscious proteins as well as Organic and responsible products, packaging & plastic waste management, climate action) we therefore address it as a cross-cutting issue in a number of our strategic sustainability focus areas. In these areas, a wide range of measures contribute to the protection of biodiversity. Through our sustainability committee we give progress reports on our CR focus areas, i.e. oversight on board- as well as executive management level is given.

C15.2

(C15.2) Has your organization made a public commitment and/or endorsed any initiatives related to biodiversity?

	Indicate whether your organization made a public commitment or endorsed any initiatives related to biodiversity	Biodiversity-related public commitments	Initiatives endorsed
Row 1	Yes, we have made public commitments and publicly endorsed initiatives related to biodiversity	Adoption of the mitigation hierarchy approach	SDG

C15.3

(C15.3) Does your organization assess the impacts and dependencies of its value chain on biodiversity?

Impacts on biodiversity

Indicate whether your organization undertakes this type of assessment

No, but we plan to within the next two years

Dependencies on biodiversity

Indicate whether your organization undertakes this type of assessment

No, but we plan to within the next two years

C15.4

(C15.4) Does your organization have activities located in or near to biodiversity-sensitive areas in the reporting year?

Not assessed

C15.5

(C15.5) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

	Have you taken any actions in the reporting period to progress your biodiversity-related commitments?	Type of action taken to progress biodiversity- related commitments
Row 1	Yes, we are taking actions to progress our biodiversity-related commitments	Education & awareness

C15.6

(C15.6) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
Row 1	No, we do not use indicators, but plan to within the next two years	Other, please specify We piloted a project with Sfeeri, corporate biodiversity impact experts, to identify sites in close proximity to World Heritage areas and IUCN Category I-IV protected areas, their impact, and actions to minimize and restore impacts.

C15.7

(C15.7) Have you published information about your organization's response to biodiversity-related issues for this reporting year in places other than in your CDP response? If so, please attach the publication(s).

Report type	Content elements	Attach the document and indicate where in the document the relevant biodiversity information is located
In voluntary sustainability report or other voluntary communications	Content of biodiversity-related policies or commitments	https://responsibility.metroag.de/-/media/project/mag/shared/global/newsroom-media/documents/responsibility/metro-position-biodiversity_en.pdf?rev=d0b36115160a42709a98ecf54695c12a&dl=1

C16. Signoff

C-FI

(C-FI) Use this field to provide any additional information or context that you feel is relevant to your organization's response. Please note that this field is optional and is not scored.

C16.1

(C16.1) Provide details for the person that has signed off (approved) your CDP climate change response.

	Job title	Corresponding job category
Row 1	Senior Vice President Corporate Responsibility & Public Policy	President

SC. Supply chain module

SC0.0

(SC0.0) If you would like to do so, please provide a separate introduction to this module.

SC0.1

(SC0.1) What is your company's annual revenue for the stated reporting period?

	Annual Revenue
Row 1	

SC1.1

(SC1.1) Allocate your emissions to your customers listed below according to the goods or services you have sold them in this reporting period.

SC1.2

(SC1.2) Where published information has been used in completing SC1.1, please provide a reference(s).

SC1.3

(SC1.3) What are the challenges in allocating emissions to different customers, and what would help you to overcome these challenges?

Allocation challenges	Please explain what would help you overcome these challenges

SC1.4

(SC1.4) Do you plan to develop your capabilities to allocate emissions to your customers in the future?

SC2.1

(SC2.1) Please propose any mutually beneficial climate-related projects you could collaborate on with specific CDP Supply Chain members.

SC2.2

(SC2.2) Have requests or initiatives by CDP Supply Chain members prompted your organization to take organizational-level emissions reduction initiatives?

SC4.1

(SC4.1) Are you providing product level data for your organization's goods or services?

Submit your response

In which language are you submitting your response?

English

Please confirm how your response should be handled by CDP

	I understand that my response will be shared with all requesting stakeholders	Response permission
Please select your submission options	Yes	Public

Please confirm below

I have read and accept the applicable Terms