Greenhouse Gas (GHG) Emissions Inventory

2025

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1 Executive Summary

The Greenhouse Gas (GHG) Emissions Inventory is a management tool that enables the assessment of an organization's impact on the global climate system. This study evaluated the Banco Bradesco S/A's ("Bradesco" or "Organization") GHG emissions for the year 2025.

Table 1 – GHG emissions results by scope and category for 2025 (tCO_2e)

Scope	Emissions Sources		Emission (tCO_2e)	%
Scope 1	Mobile combustion	Company-owned air fleet	1,156.12	0.91
		Company-owned road fleet	461.34	0.36
	Fugitive	Leakage of refrigerant gases	14,555.42	11.40
	Stationary combustion	Electricity generators	484.23	0.38
	Total Scope 1		**16,657.11**	**13.05**
Scope 2	Acquisition of electricity	Purchased electricity – Location-based (LB)	14,098.89	---
		Purchased electricity – Market-based (MB)	0.00	0.00
Scope 3	Purchased goods and services	Paper, furniture and IT equipment	4,689.59	3.67
	Fuel- and energy-related activities	Scope 1 fuel life cycle emissions	551.62	0.43
	Upstream transportation and distribution	Courier pouch transport	2,906.16	2.28
		Mail transportation	1,312.48	1.03
		Cargo transportation (equipment, furniture and printing materials)	1,868.10	1.46
		Valuables transportation	6,537.65	5.12
		Roadside assistance transport	32,984.66	25.84
		Document transport	22.07	0.02
	Waste generated in operations	Solid waste	3,312.36	2.59
	Business travel	Taxi	1,991.58	1.56
		Air travel	6,998.34	5.48
		km reimbursement	3,272.42	2.56
	Employee commuting (home to work)	Employee shuttle transportation	367.23	0.29
		Work commute distance	43,995.87	34.47
		Remote work	180.28	0.14
	Total Scope 3		**110,990.41**	**86.95**
Total - LB			**141,746.42**	---
Total - MB			**127,647.52**	---

In 2025, Bradesco's direct Scope 1 emissions totaled 16,657.11 tCO_2e, representing a 15% reduction compared to the previous year (2024: 19,630.72 tCO_2e) and a 61% increase compared to the base year (2019: 10,333.76 tCO_2e). Fugitive emissions, mainly associated with refrigerant gas replacement in air conditioning equipment, were the most significant within this scope (87%) and were also the main contributor to the observed increase in emissions. This increase is primarily due to the replacement of air conditioning equipment using HCFC-22 gas (not regulated under the Kyoto Protocol) with alternative gases such as R410A, which are regulated by Kyoto.

The commitment to supply all facilities in Brazil with electricity from renewable sources enabled the accounting of Scope 2 emissions—related to purchased electricity—under two approaches: Location-based (LB), which considers the average emission factor of the National Interconnected System (SIN); and Market-based (MB), which considers, in addition to the grid emission factor, the emission factors associated with the renewable energy acquired.

Under the location-based approach, Scope 2 emissions totaled 14,098.89 tCO_2e, corresponding to a 27% reduction compared to 2024 (19,354.31 tCO_2e) and a 64% reduction compared to the base year (2019: 38,641.73 tCO_2e). Part of this reduction is attributed to a 15% decrease in the SIN emission factor (0.0461 tCO_2/MWh) compared to 2024 (0.0545 tCO_2/MWh) and a 39% reduction compared to 2019 (0.0750 tCO_2/MWh). Regarding electricity consumption, there was a 12% reduction compared to 2024 and 39% compared to 2019.

Under the market-based approach, emissions amounted to 0 tCO_2e, due to distributed generation contracts (solar farms) totaling 9,629.32 MWh, purchases in the free energy market (*Ambiente de Contratação Livre – ACL*) totaling 200,333.29 MWh (hydropower) and acquisition of 107,221.87 I-RECs (wind energy).

Scope 3 emissions totaled 110,990.41 tCO_2e, representing a 7% reduction compared to 2024 (119,376.82 tCO_2e) and a 41% reduction compared to the base year (2019: 189,157.96 tCO_2e). The most significant sources within this scope were employee commuting (40%, with 44,543.10 tCO_2e) and Roadside assistance transport (30%, with 32,984.66 tCO_2e). The sources that most contributed to the reduction in emissions compared to 2024 were employee commuting (−19%, or −10,566.55 tCO_2e) and air travel (−25%, or −2,387.24 tCO_2e).

Additionally, 704.31 tCO_2 of renewable origin were emitted under Scope 1, and 21,960.48 tCO_2 under Scope 3.

From an operational unit perspective, Banco Bradesco accounts for most of the Scope 1 and Scope 3 emissions. All Scope 2 emissions across the organization are accounted for within Banco Bradesco. This distribution is expected given the scale of the Bank's operations relative to Bradesco Seguros, as presented in Table 2.

Table 2 – GHG emissions results by company for 2025 (tCO_2e).

	Operating Unit		Total
Scope	**Bradesco**	**B. Seguros**	
Scope 1	16,088.85	568.26	16,657.11
Scope 2 – location-based	13,533.80	565.09	14,098.89
Scope 2 – market-based	0.00	0.00	0.00
Scope 3	71,903.70	39,086.71	110,990.41
Total – location-based	101,526.35	40,220.06	141,746.41
% - location-based	**71.63**	**28.37**	**100.00**
Total – market-based	87,992.55	39,654.97	127,647.52
% - market-based	**68.93%**	**31.07%**	**100.00**

2 Introduction

The impacts of global warming and climate change have placed the low-carbon economy at the center of sustainable development discussions. As a result, increasing efforts are being made to reconcile economic development with the protection of the climate system.

The Paris Agreement, signed by several countries in 2015 at the annual event of the United Nations Framework Convention on Climate Change, aims to limit global warming to 2 °C, ideally 1.5 °C. To achieve this, all government levels, as well as the private sector, must commit to establishing ambitious short- and long-term targets aligned with a net-zero emissions future. This requires reducing emissions generated by human activities—as close to zero as possible—such as those from vehicles and fossil fuel-powered industrial operations.

In this context, quantifying and managing greenhouse gas (GHG) emissions at the corporate level become highly relevant. This can be achieved through the GHG Emissions Inventory, a management tool for quantifying these emissions.

Based on the definition of scope, identification of GHG sources and sinks, and the accounting of their respective emissions or removals, the Inventory enables the analysis of the emissions profile resulting from the organization's activities and serves the following purposes:

- **GHG emissions monitoring:** tracking and recording the evolution of emissions over time, as well as identifying opportunities for operational efficiency gains and cost reduction.
- **Benchmarking:** comparing emissions across operational units or different sectors within the Organization.
- **Risk and opportunity assessment:** identifying and mitigating regulatory risks and potential obligations related to GHG emissions, as well as evaluating cost-effective emission reduction opportunities.
- **Target setting:** supporting the establishment of emission reduction targets and the planning of mitigation strategies.
- **Monitoring mitigation outcomes:** quantifying progress and improvements resulting from strategic initiatives related to climate change.
- **Participation in climate disclosure initiatives:** enabling the disclosure of the organization's climate performance (e.g. GHG Protocol, CDP, ISE, ICO2).

Among the protocols and standards available for the compilation of corporate GHG inventories, this study adopted NBR ISO 14064 (ABNT, 2007) and the Brazilian GHG Protocol Program specifications (FGV/GVces; WRI, 2011). These references have international credibility, and the primary objective in adopting them is to prepare a report that is: a) comparable at both national and global levels; and b) verifiable within the scope of these standards. This report is verified by an independent third party, which attests to the quality of the inventory and the consistency of the information contained therein.

2.1 Banco Bradesco

Banco Bradesco S/A is one of the largest financial groups in Brazil, with a strong track record focused on supporting the achievement of its clients through a diversified business model, operating in both banking and insurance activities. Since its founding in 1943, the organization has been committed to delivering high-quality services, continuously pursuing efficiency and technological innovation to better serve its clients.

Bradesco is committed to contributing to sustainable development and, therefore, seeks alignment with the best sustainability practices available in the market.

Eco-efficiency is part of the Organization's strategic management, linking environmental and financial performance through process optimization, recycling, technological innovation, and the efficient use of natural and material resources. The objective is to reduce environmental impact while enhancing operational efficiency.

In an integrated manner, the Organization considers environmental issues in the development of its activities and, through the Eco-Efficiency Management Program, invests in initiatives with specific targets to reduce the consumption of water, energy, printing paper, and other indicators that contribute to the reduction of greenhouse gas emissions. The program is managed by the Eco-efficiency area, in the Property Department, and involves several departments and affiliated companies responsible for implementing initiatives and monitoring data and indicators. The Program is overseen by the Sustainability Commission and the Sustainability and Diversity Committee.

In 2019, Bradesco began purchasing electricity in the Free Contracting Environment (ACL), sourced from renewable generation such as solar, wind, biomass, and small hydroelectric plants. Since then, the Organization has intensified its migration to the free market and expanded solar generation projects across multiple locations.

According to the methodology of the Brazilian GHG Protocol Program, the purchase of renewable energy can be accounted for in the inventory under the market-based approach (MB) to provide visibility to sustainable actions. However, the location-based approach (LB), referring to electricity acquired from the National Interconnected System (SIN), must also be maintained in the inventory, given that the organization remains connected to the Brazilian grid.

3 Methodology

The Bradesco GHG emissions inventory was prepared in accordance with the principles of the Brazilian GHG Protocol Program, using the emission factors provided in the GHG calculation tool for the year 2025. This approach facilitates both the comparison of its emissions with those of other institutions and the third-party verification process.

3.1 Principles for accounting and preparing the inventory

The following principles guided the preparation of this study, as per the guidelines of the Brazilian GHG Protocol Program (FGV/GVces; WRI, 2011):

- **Relevance**: Ensure that the GHG Inventory adequately reflects emissions from the processes under analysis and meets the decision-making needs of its users.
- **Completeness**: Record all GHG emission sources and activities within the defined inventory boundaries.
- **Consistency**: Use recognized and technically substantiated methodologies that enable emission comparisons with similar processes. Clearly document any changes in data, inventory boundaries, methodologies, or any other relevant factors during the reporting period.
- **Transparency:** Address all relevant matters in a clear, factual, neutral, and understandable manner, supported on objective evidence. Any specific exclusions must be documented and justified. Disclose any relevant assumptions, as well as make appropriate reference to calculation and recording methodologies, and data sources.
- **Accuracy:** Ensuring that GHG emissions are neither under- nor overestimated by applying appropriate data, emission factors, or estimates. Reduce bias and uncertainty as much as possible, achieving a level of precision sufficient to support reliable decision-making.

3.2 Inventory compilation steps

The conceptual steps used to prepare this inventory are presented in Figure 1.

Figure 1 – Flowchart of methodological steps for preparing inventories.

First, the inventory boundaries are defined (Step 1), meaning that the facilities and activities to be included in the inventory are determined, thereby establishing the organizational boundary. Next, the reporting period and base year are defined (Step 2).

The organization's GHG emission sources are identified (Step 3) and then categorized and prioritized. Following this, the data collection process is carried out (Step 4). For the calculation of emissions (Step 5), collected activity data and emission factors are used. At this stage, inventory uncertainties are also calculated. Finally, the results are compiled into an annual report (Step 6).

These steps were applied to Bradesco's GHG inventory as described below.

3.3 Inventory boundaries

3.3.1 Organizational boundaries

Two approaches are possible for consolidating emissions and removals at the organizational level. Each approaches is defined below, and the option used in this inventory is indicated.

☐ **Equity share**: the organization accounts for GHG emissions from operations according to its ownership interest.

☑ **Operational Control**: the organization is responsible for 100% of GHG emissions from operations over which it has operational control.

Bradesco comprises a conglomerate of companies with a diversified business model, operating across financial services, insurance, pension plans, capitalization products, and other activities.

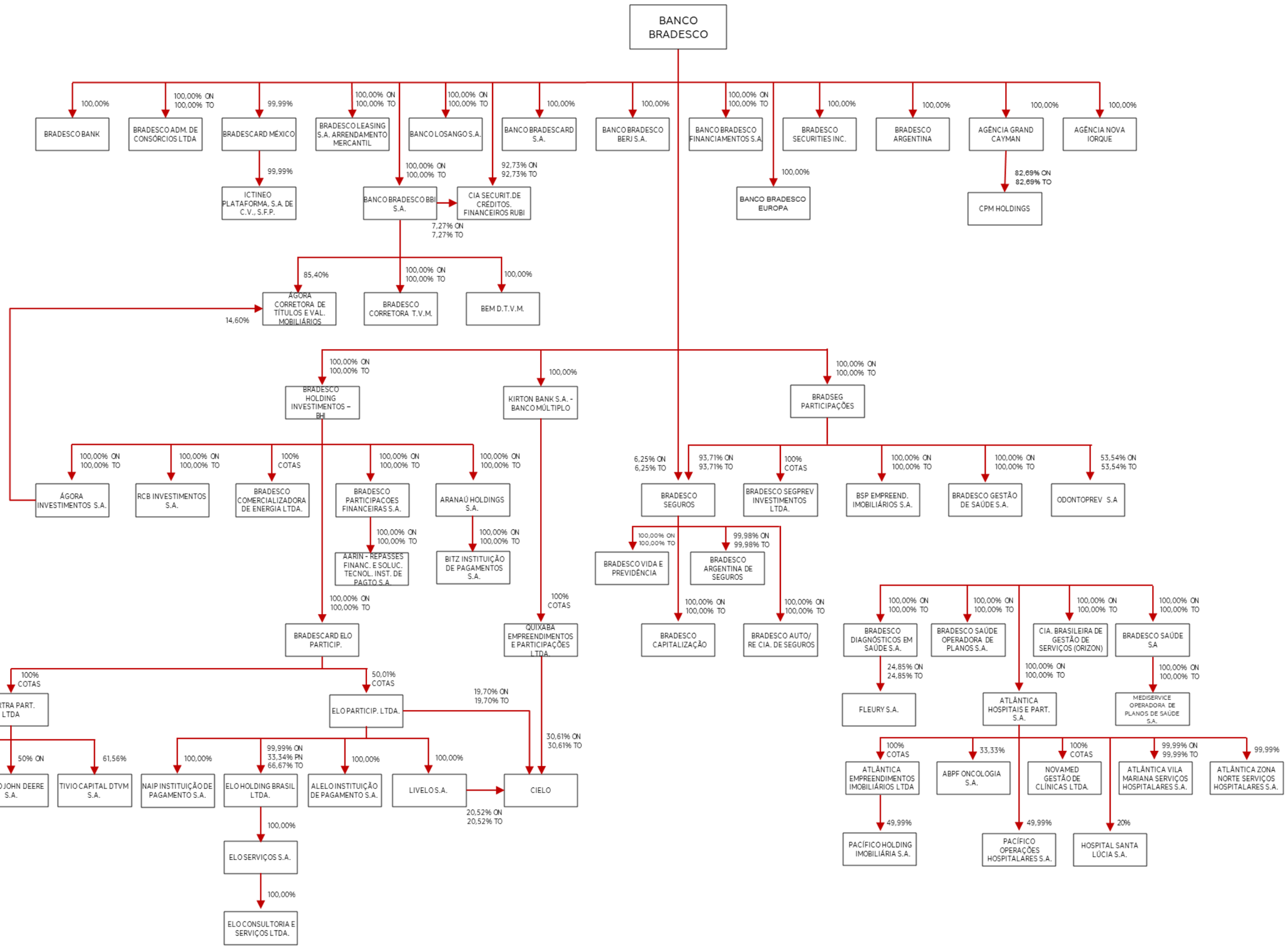
The Organizational Boundary of this report includes all operations under operational control of Banco Bradesco S/A, encompassing all departments, the main physical unit (Cidade de Deus headquarters), other administrative buildings, branches, affiliated companies, and subsidiaries abroad. The companies included in this inventory are presented in Table 3.

Table 3 – Operational control and ownership interest of each company

Operational units	Location	Operational control	Ownership interest (%)
Banco Bradesco	Brazil	Yes	100
Bradesco Seguros	Brazil	Yes	100

The corporate organization structure of Bradesco, as well as the operational units included in this report, is presented in Figure 2.

Figure 2 – Corporate organizational structure of Banco Bradesco S/A



Corporations

ON - Common shares with voting rights at shareholders' meetings (control shares)

PN - Preferred shares with no voting rights at shareholders' meetings, with priority in dividend/interest on capital payments

TOTAL – Sum of common (ON) and preferred (PN) shares, representing total ownership interest

Limited liability companies

COTAS (QUOTAS) – represent ownership interests in the company's capital

Base date: December, 31, 2025

Source: https://www.bradescori.com.br/en/bradesco/corporate-governance/ownership-structure/ (accessed on March 31, 2026)

3.3.2 Operational boundaries

The definition of operational boundaries considers the identification of GHG sources and sinks associated with operations through categorization into direct or indirect emissions, using the concept of scope. The three categories defined by the GHG Protocol and adopted in this inventory are described below.

☑ **Scope 1**: Direct GHG emissions from sources owned or controlled by the organization

☑ **Scope 2**: Indirect GHG emissions from the acquisition of electricity consumed by the organization

☑ **Scope 3**: An optional reporting category that includes all other indirect emissions not covered under Scope 2. They are a consequence of the organization's activities but occur from sources not owned or controlled by it.

3.3.3 Reporting period

This inventory covers emissions resulting from activities carried out by the Organization during the period from January 1 to December 31, 2025.

3.3.4 Base year

The base year is a historical reference point against which current GHG emissions can be compared consistently over time.

Retroactive recalculation to the base year must be carried out whenever there are changes that lead to both increase and decrease in emissions, that is, whenever the change affects analysis consistency and relevance over time. The following cases may require recalculation of emissions:

- Significant structural changes that affect the inventory boundaries, such as: (i) mergers, acquisitions and divestments; (ii) outsourcing or insourcing of emission-generating activities; and (iii) changes in emission-related activities within or outside the geographical boundaries of the Brazilian GHG Protocol Program;
- Significant methodological changes, improvement in emission factors, or enhancements in activity data accuracy that result in a material impact on emissions data or the base year;
- Identification of significant errors or an accumulation of errors that lead to substantial changes in reported results.

Changes in base years:

- Until 2015, the base year adopted in Bradesco's annual GHG emissions inventories was 2011. However, following the acquisition of HSBC in 2016, the Organization revised its base year to 2015.
- In 2022, the Operational Eco-efficiency Strategic Plan (PDEO) was established, setting annual eco-efficiency targets based on 2019, the last year of normal operations prior to the pandemic. Accordingly, for the present Inventory, 2019 is considered the base year. The Organization considers this approach to be aligned with its objectives and emission reduction strategies, as well as with its operational profile and growth trajectory.

3.3.5 Greenhouse gases

According to the Brazilian GHG Protocol Program, Inventories must include the 7 GHG covered by the Kyoto Protocol: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). In addition, the Montreal Protocol includes ozone-depleting gases such as hydrochlorofluorocarbons (HCFCs), which also contribute to global warming.

Each GHG has an associated Global Warming Potential (GWP), which is a measure of how much each gas contributes to global warming. GWP is a relative metric that compares the warming potential of a given amount of gas with the same amount of CO_2 which, by convention, has a GWP of 1. GWP is always expressed in terms of CO_2 equivalent (CO_2e). Table **4**4 presents the GWP values used in Bradesco's Inventory.

Table 4 – Global Warming Potential of Greenhouse Gases

Gas	GWP
Carbon dioxide (CO_2)	1
Methane (CH_4)	28
Nitrous oxide (N_2O)	265
Sulfur hexafluoride (SF_6)	23,500
Nitrogen trifluoride (NF_3)	16,100
PFCs	7,390 – 17,700
HFCs	12 – 14,800
HCFCs	5 – 14,400

Bradesco's Inventory considered emissions of CO_2, CH_4, N_2O, HFCs (HFC-32, HFC-125, HFC-134a, HFC143a and HFC-152a) and HCFCs (HCFC-22, HCFC-124 and HCFC-141b) according to mapped emission sources and data availability. Additionally, the inventory also computed CO_2 emissions from renewable sources[1].

CO_2, CH_4, N_2O, HFCs and HCFCs are generated by the Organization through the following processes:

- CO_2: generated from the combustion of fossil fuels (such as diesel, natural gas, and liquefied petroleum gas) in mobile and stationary sources.
- CH_4: generated from fuel combustion in mobile and stationary sources, as well as from the decomposition of organic matter in anaerobic solid waste treatment processes.
- N_2O: generated from fuel combustion in mobile and stationary sources; and
- HFCs and HCFCs: generated from the leakage of refrigerant gases.

3.3.6 Inventory exclusions

Due to low materiality, certain emission sources are excluded from the inventory, as their values are lower than the uncertainty associated with the emission calculations. In 2025, the following sources were excluded: consumption of LPG and natural gas, fugitive emissions from fire extinguishers refilling, and international units (Bradesco Argentina, Bradesco Europe, Bradesco Grand Cayman, Bradesco New York, and Bradesco BAC Florida), which together would represent 0.33% of total emissions.

3.4 Identification and prioritization of sources and sinks

Emission sources were identified and prioritized within the Organization's structure, according to the methodology established by the Brazilian GHG Protocol Program (Table 5).

[1] Renewable GHG Inventory Emissions - CO_2 emissions arising from the energy use of biomass from renewable sources. In this study, the definition of renewable biomass formulated by the Executive Committee of the Clean Development Mechanism of the United Nations Framework Convention on Climate Change (EB 23, Annex 18) was adopted. Emissions of this nature do not contribute to long-term increase in CO_2 concentration in the atmosphere, as they are part of the natural carbon cycle.

Table 5 – Emission sources covered, according to scope and category

Scope	Category	Process
Scope 1	Stationary combustion	Electricity generation (generators)
	Mobile combustion	Air transport
		Road transport
	Fugitive emissions	Refrigeration systems
Scope 2	Purchased electricity	Electricity consumption
		Biomass consumption (market-based approach)
Scope 3	Category 1: Purchased goods and services	Paper
		Furniture
		IT equipment (computers)
	Category 3: Fuel- and energy-related activities not included in Scopes 1 and 2	Life cycle emissions of Scope 1 fuels
	Category 4: Transportation and distribution (upstream)	Cargo transportation
		Courier pouch transport
		Document transport
		Roadside assistance transport
		Valuables transportation
		Mail transportation
	Category 5: Waste generated in operations	Waste sent to landfill
	Category 6: Business travel	km reimbursement
		Taxi and ride-hailing services
		Air travel
	Category 7: Employee commuting	Home-to-work commuting
		Employee shuttle transportation - chartered buses/vehicles
		Remote work

The processes defined for Bradesco's inventory can be correlated with the categorization defined by the Brazilian GHG Protocol Program[2]:

- **Stationary combustion (Scope 1):** GHG emissions resulting from fuel combustion, in which oxidation occurs. The energy generated by combustion is typically used to produce steam or electricity. The emission source is stationary, meaning it is not associated with transportation. In Bradesco's inventory, diesel consumption in generators was considered.
- **Mobile combustion (Scope 1):** GHG emissions resulting from fuel combustion, in which oxidation occurs. The energy generated is used to produce movement and enable transportation. In Bradesco's inventory, emissions from both the road fleet and the air fleet were considered.
- **Fugitive emissions (Scope 1):** GHG releases, generally unintentional, that do not pass through chimneys, drains, exhaust systems, or other functionally equivalent openings. These releases occur during the production, processing, transmission, storage, or use of gases. In Bradesco's inventory, emissions from the recharging of air conditioning equipment were considered.
- **Purchased electricity (Scope 2):** GHG emissions related to electricity consumption. Electricity consumption for Bradesco was based on utility bills.
- **Category 1: Purchased goods and services (Scope 3):** Includes emissions generated in the manufacturing and transportation of materials acquired by Bradesco. Emissions from paper, IT equipment (computers and monitors), and furniture (e.g., desks, chairs, cabinets) were considered.
- **Category 3: Fuel- and energy-related activities not included in Scopes 1 and 2 (Scope 3):** Emissions associated with the life cycle of fuels used in Scope 1. This includes extraction, production, and transportation of fuels and energy purchased, as well as transmission losses not directly generated or consumed by the organization. Fuel consumption reported under Scope 1 was considered.

[2] Specifications of the Brazilian GHG Protocol Program, pp. 26-29 available at: https://repositorio.fgv.br/server/api/core/bitstreams/c7c1073a-44dc-489b-8c3c-da456d740592/content. Technical Note "Definition of Scope 1 greenhouse gas (GHG) emissions categories – version 4.0", available at: https://repositorio.fgv.br/server/api/core/bitstreams/9174f356-eaee-46cf-a0c1-4c55969e07d9/content Technical Note "Definition of Scope 2 greenhouse gas (GHG) emissions categories – version 1.0", available at: https://repositorio.fgv.br/server/api/core/bitstreams/36827f62-f18b-4cc2-9312-75c147f9b4f3/content Technical Note "Definition of Scope 3 greenhouse gas (GHG) emissions categories – version 2.0", available at: https://repositorio.fgv.br/server/api/core/bitstreams/53ebbde3-aa33-498d-b791-0468bf3b36c4/content

- **Category 4: Transportation and distribution (upstream):** Emissions related to the transportation and distribution of goods purchased or acquired by the reporting organization in the inventory year, in vehicles and facilities not owned or operated by the organization, as well as outsourced transportation and distribution services (including both inbound and outbound logistics). This category includes emissions from freight transport, pouch transport, cash transportation, mail transportation, document transport, and roadside assistance transport.
- **Category 5: Waste generated in operations (Scope 3):** This category includes emissions from the treatment and/or final disposal of solid waste and liquid effluents generated by the reporting organization's operations, carried out in facilities owned or controlled by third parties. This category accounts for all future emissions (throughout the treatment and/or final disposal process) resulting from waste generated in the reporting year. In Bradesco's inventory, emissions related to waste sent to landfills were considered.
- **Category 6: Business travel (Scope 3):** Emissions from the transportation of employees for activities related to the reporting organization's business, carried out in vehicles operated by or owned by third parties, such as aircraft, trains, buses, passenger vehicles, and vessels. All employees from entities and units operated, leased, or owned by the reporting organization are considered within this category. In Bradesco's inventory, emissions from air travel, mileage reimbursement, and the use of ride-hailing services and/or taxis were considered.
- **Category 7: Employee commuting (Scope 3):** Emissions resulting from employee commuting between home and work using modes of transport not owned or operated by the organization. The inventory considered all employees commuting to their respective work units. Emissions related to energy consumption from employees working remotely were also included.

The emission sources applicable to the inventory, as well as the specific considerations adopted for each source, are presented in item 2.6 of this report.

3.5 Inventory Preparation

The information flow for the preparation of the inventory followed the sequence of activities below:

1. Corporate managers identified employees or outsourced personnel responsible for managing the information required for the preparation of the GHG inventory.
2. For each emission source, a data collection form and/or system is available, and information management is carried out by the Property Department.

3. Employees or outsourced personnel responsible for operational activities retrieve data from the organization's management systems and submit it monthly to the Property Department through the SÓLON system (SGMO module).

4. The information collected is consolidated by the Property Department.

5. Based on the consolidated information, emissions are calculated in accordance with the Brazilian GHG Protocol Program.

Data collection related to GHG-emitting activities follows the operational workflows implemented in each managing unit within the defined organizational and operational boundaries (Table 6).

Table 6 – Responsibilities for data collection activities.

Scope	Emission sources		Responsible department	Frequency
Scope 1	Mobile combustion	Company-owned air fleet	Property Department	Monthly
		Company-owned road fleet	Property Department	Monthly
	Fugitive emissions	Leakage of refrigerant gases	Property Department	Monthly
	Stationary combustion	Electricity generators	Property Department	Monthly
Scope 2	Purchased electricity	Electricity for own consumption	Property Department	Annual
Scope 3	Purchased goods and services	Paper, furniture, and IT equipment	Property Department	Monthly
	Fuel- and energy-related activities not included in Scopes 1 and 2	Fuel life cycle emissions (Scope 1)	Property Department	Monthly
	Transportation and distribution (upstream)	Courier pouch transport	Property Department	Monthly
		Cargo transport (equipment, furniture, and printing materials)	Property Department	Monthly
		Valuables transportation	Property Department	Monthly
		Roadside assistance transport	Bradesco Seguros	Monthly
		Mail transportation	Property Department	Monthly
		Document transport	Property Department	Monthly
	Waste generated in operations	Solid waste	Property Department	Monthly
	Business travel	Taxi and ride-hailing services	Mobility	Monthly
		Air travel	People	Monthly
		km reimbursement	Mobility	Monthly
	Employee commuting (home-to-work)	Employee shuttle transportation (buses and vans)	Mobility	Monthly
		Origin and destination ZIP codes	Mobility / Property Department	Monthly
		Remote work	Mobility / Property Department	Monthly

The Eco-efficiency area within the Property Department is responsible for managing and maintaining controls to comply with ABNT NBR ISO 14064-1, which supports the annual preparation of the Organization's GHG Emissions Inventory. In this context, the area is responsible for receiving, analyzing, and consolidating data submitted by the managing units (Table 7) and subsequently quantifying emissions using the GHG Emissions Calculation Tool provided by the Brazilian GHG Protocol Program.

Table 7 – Data managed by Banco Bradesco S/A for inventory purposes.

Data type	Source	Calculation description
Passenger × distance	Bus	Home-to-work distance (obtained from People database) multiplied by the percentage of employees using this mode of transport (urban bus assumed as a conservative approach)
	Air travel	Distance between airports (based on World Airport Codes), classified according to the Defra methodology into short-, medium-, and long-haul flights
Distance	Employee-owned vehicles	Home-to-work distance (obtained from People database) multiplied by the percentage of employees using this transport mode (assumed gasoline flex-fuel vehicle)
	Chartered transportation	Distance traveled by chartered vehicles for employee commuting
	Transportation and distribution	Data provided by third parties
	Reimbursement	Total amount reimbursed to the employee divided by the rate paid per kilometer
Energy	Electricity	Data obtained directly from Banco Bradesco's internal controls
	Electricity – remote work	Electricity consumption of employees working from home (obtained from People database)
Mass	Waste and refrigerant gases	Data obtained directly from Banco Bradesco's internal controls
Brazilian real (BRL)	Courier pouch transport	Fuel-related costs (exclusively) associated with the service provided
	Transport and distribution	Fuel-related costs (exclusively) associated with the service provided.
	Taxi / ride-hailing services	Fuel cost divided by the average cost per kilometer in Brazil
Volume	Generators, owned and leased fleet	Data obtained directly from Banco Bradesco's internal controls
	Paper, furniture, and IT equipment	Purchased volume obtained directly from Banco Bradesco's internal controls

3.6 Calculation of emissions and removals

All inventory calculations were performed using the GHG Protocol calculation tool. GHG emissions and removals are calculated individually for each source and sink according to the following equation:

$$E_{i,g,y} = AD_{i,y} \cdot EF_{i,g,y} \cdot GWP_g$$

Where:

i	Index representing a specific emission source or sink;
g	Index representing a type of GHG;
y	Reporting year;
$E_{i,g,y}$	Emissions or removals of GHG g attributable to source or sink i during year y, expressed in tCO_2e
$AD_{i,y}$	Consolidated activity data related to source or sink *i* for year *y*, expressed in unit *u*. As previously noted, activity data consists of all recorded attributes for each source/sink;
$EF_{i,g,y}$	Emission or removal factor for GHG g, applicable to source or sink i in year y, expressed in t GHG g per unit (u)[3]
GWP_g	Global Warming Potential of GHG *g*, expressed in tCO_2e/t GHG *g* [4]

Emission factors provided in the Calculation Tool for each source are updated annually, considering the Brazilian context, which facilitates calculations in subsequent years.

[3] The GHG emission factors available in reference and in recognized and reviewed databases were adopted. Local and recent emission factors that reflected the type of technology used in the organization's value chain activities were prioritized

[4] The Global Warming Potential (GWP) is a factor that describes the impact of radiative force of a unit based on the mass of a given GHG related to a unit of equivalent carbon dioxide during a given period.

Table 8 - References for emissions factors.

Reference	Description	Link
IPCC 2006	IPCC *Guidelines for National Greenhouse Gas Inventories, Prepared by the National Greenhouse Gas Inventories Programme*, Eggleston H.S., Buendia L., Miwa K., Ngara T. and Tanabe K. (eds). *Published: IGES, Japan.*	http://www.ipcc-nggip.iges.or.jp/public/2006 gl/
PBGHGP 2025	Brazilian GHG Protocol Program, Calculation Tool, version 2026.0	https://eaesp.fgv.br/centros/centro-estudos-sustentabilidade/projetos/programa-brasileiro-ghg-protocol
Paper	Suzano Sustainability Center, GHG emissions intensity in tons of CO_2 equivalent per ton of product	https://centraldesustentabilidade.suzano.com.br/indicadores/?ind=intensidade-de-emissoes-de-gases-de-efeito-estufa-6562072b10cd8
Plastic	Braskem – carbon footprint per product	https://www.braskem.com.br/Portal/Principal/Arquivos/Download/Upload/Braskem_PegadadeCarbono_107.pdf
Furniture	FIRA.CarbonFootprint Benchmarking carbon footprints of furniture products	www.fira.co.uk
Computers	Carbon footprint – manufacturers' websites by purchased model	https://www.dell.com/en-us/lp/dt/product-carbon-footprints https://www.apple.com/environment/pdf/products/notebooks/M4_MacBook_Air_PER_March2025.pdf

4 Results

4.1 Overall CO_2 emissions

In 2025, Bradesco's Scopes 1 and 3 emissions[5] totaled 16,657.11 tCO_2e and 110,990.41 tCO_2e, respectively. Scope 2 emissions were calculated using two different approaches: Location-based (LB), with 14,098.89 tCO_2e, and Market-based (MB) with 0 tCO_2e. In addition, 704.31 tCO_2 of renewable origin[6] were emitted under Scope 1, and 21,960.48 tCO_2 under Scope 3. Emissions of 6,162.64 tCO_2e from non-Kyoto gases were also reported[7].

Figure 3 – GHG emissions of Banco Bradesco S/A in 2025 by scope (Kyoto-tCO_2e).

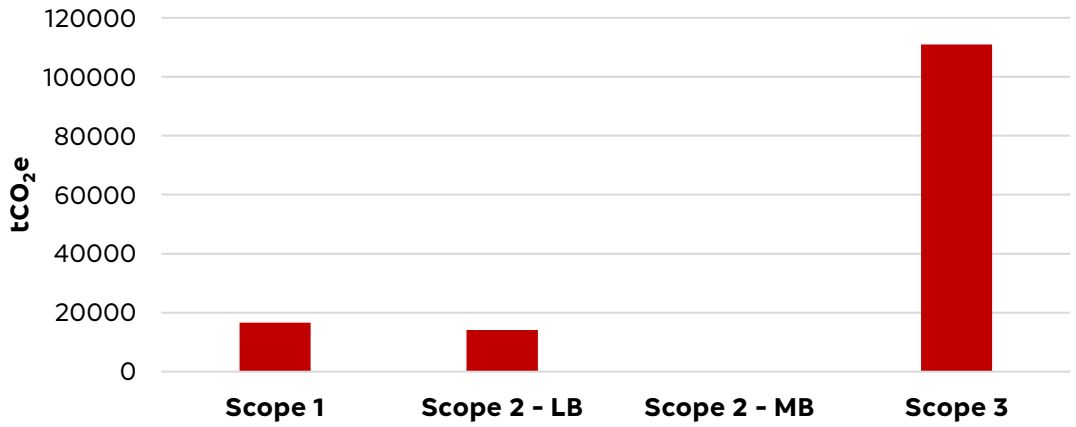


Table 9 presents GHG results broken down by Scope and category. Within Scope 1, the most significant contribution comes from fugitive emissions, accounting for 87.4% (14,555.42 tCO_2e). For Scope 2, emissions totaled 14,098.89 tCO_2e under the LB approach and 0.0 tCO_2e under the MB approach, with only the Purchased Electricity category considered in both cases. In Scope 3, the upstream Transportation and Distribution category (which includes the transport of cargo, courier pouches, roadside assistance, valuables, documents, and mail) accounted for 41.1% of Scope 3 emissions (45,631.12 tCO_2e). This is followed by Employee Commuting emissions, which accounted for 40.1% of Scope 3 emissions (44,543.38 tCO_2e).

[5] GHG emissions regulated by the Kyoto Protocol (carbon dioxide - CO_2, methane - CH_4, nitrous oxide - N_2O and regulated by the Montreal Protocol (chlorofluorocarbons - CFC and hydrochlorofluorocarbons - HCFC).

[6] CO_2 emissions arising from the energy use of biomass from renewable sources. In this survey, the definition of renewable biomass formulated by the Executive Committee of the Clean Development Mechanism of the United Nations Framework Convention on Climate Change (EB 23, Annex 18) was adopted. Emissions of this nature do not contribute to long-term increase in CO2 concentration in the atmosphere.

[7] GHG emissions regulated by the Montreal Protocol (chlorofluorocarbons - CFCs and hydrochlorofluorocarbons - HCFCs).

Table 9 – Emission sources and their representativeness

Scope	Emissions sources		Emission (tCO_2e)	%
Scope 1	Mobile combustion	Company-owned air fleet	1,156.12	0.91
		Company-owned road fleet	461.34	0.36
	Fugitive emissions	Leakage of refrigerant gases	14,555.42	11.40
	Stationary combustion	Electricity generators	484.23	0.38
	Total Scope 1		**16,657.11**	**13.05**
Scope 2	Purchased electricity	Electricity for own consumption (LB)	14,098.89	---
		Electricity for own consumption (MB)	0.00	0.00
Scope 3	Purchased goods and services	Paper, furniture, and IT equipment	4,689.59	3.67
	Fuel-related emissions	Life cycle emissions of Scope 1 fuels	551.62	0.43
	Transportation and distribution (upstream)	Courier pouch transport	2,906.16	2.28
		Mail transportation	1,312.48	1.03
		Cargo transport (equipment, furniture and printing materials)	1,868.10	1.46
		Valuables transportation	6,537.65	5.12
		Roadside assistance transport	32,984.66	25.84
		Document transport	22.07	0.02
	Waste generated in operations	Solid waste	3,312.36	2.59
	Business travel	Taxi	1,991.58	1.56
		Air travel	6,998.34	5.48
		Km reimbursement	3,272.42	2.56
	Employee commuting	Employee shuttle transportation	367.23	0.29
		Distance traveled (home-to-work)	43,995.87	34.47
		Remote work	180.28	0.14
	Total Scope 3		**110,990.41**	**86.95**
		Total - LB	**141,746.42**	
		Total - MB	**127,647.52**	

Figure 4 presents GHG emissions by company and scope under the location-based approach, while Figure 5 presents the market-based approach. Compared to other companies within the Organization, Banco Bradesco accounts for the highest emissions across all scopes.

Figure 4 – GHG emissions by company – location-based approach (Kyoto - tCO_2e)

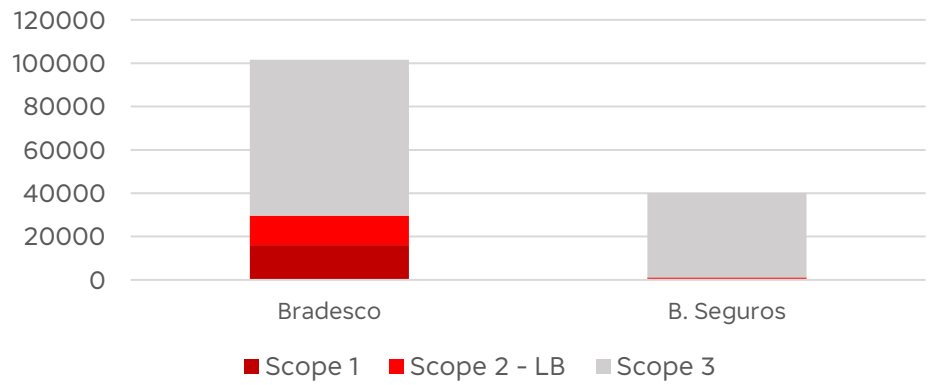


Table 10 – GHG emissions by company – location-based approach (Kyoto - tCO_2e).

Scope	Bradesco	B. Seguros	Total
Scope 1	16,088.85	568.26	16,657.11
Scope 2 - LB	13,533.80	565.09	14,098.89
Scope 3	71,903.70	39,086.71	110,990.41
Total	101,526.35	40,220.06	141,746.41
Share (%)	71.63	28.37	100.00

Figure 5 – GHG emissions by company – market-based approach (Kyoto - tCO_2e)

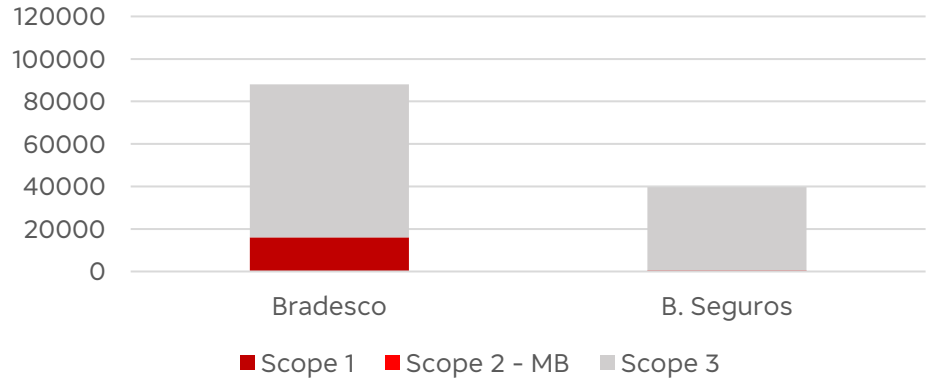


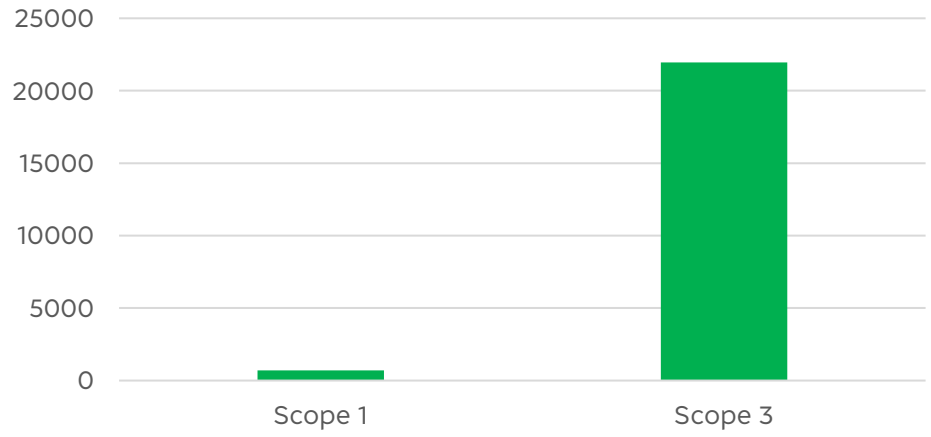
Table 11 – GHG emissions by company – market-based approach (Kyoto - tCO_2e).

Scope	Bradesco	B. Seguros	Total
Scope 1	16,088.85	568.26	16,657.11
Scope 2 - MB	0.00	0.00	0.00
Scope 3	71,903.70	39,086.71	110,990.41
Total	87,992.55	39,654.97	127,647.52
Share (%)	68.93	31.07	100.00

4.2 Overall renewable CO_2 emissions

Renewable (or biogenic) CO_2 refers to emissions resulting from the combustion of renewable fuels, such as ethanol or biodiesel. As these fuels originate from biomass, their combustion is considered climate-neutral, since CO_2 was previously absorbed from the atmosphere during photosynthesis. In 2025, the Organization's emissions amounted to 704.31 tCO_2 renewable for Scope 1 and 21,960.48 tCO_2 renewable for Scope 3 (Figure 6).

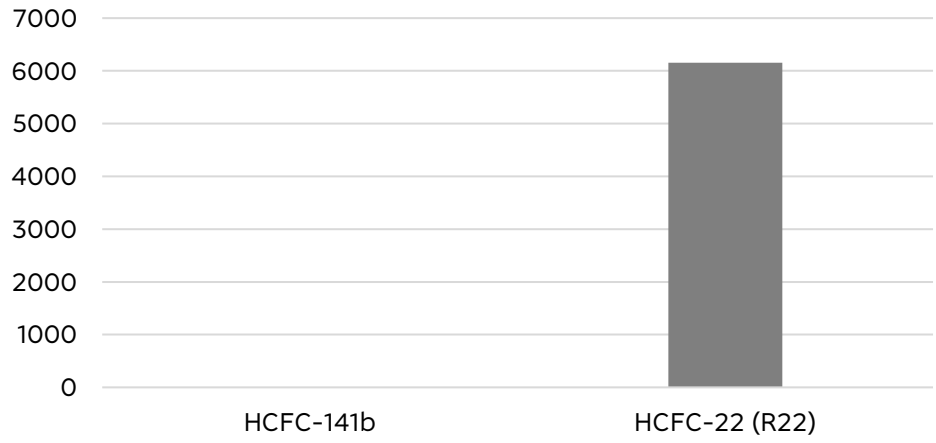
Figure 6 – Renewable CO_2 emissions by scope (tCO_2 renewable)



4.3 Overall non-Kyoto gases emissions

Emissions of greenhouse gases not covered by the Kyoto Protocol are presented in Figure 7. In 2025, a total of 6,162.7 tCO_2e was emitted (comprising 8.6 tCO_2e of HCFC-141b and 6,154.07 tCO_2e of HCFC-22), related to the consumption and replenishment of refrigerant gases due to leaks in cooling systems in the Organization's buildings and branches.

Figure 7 – Emissions of gases not covered by the Kyoto Protocol (tCO_2e)



4.4 Scope 1

During the inventory period, Bradesco presented the following direct GHG emission sources, according to the GHG Protocol categories:

Table 12 – Scope 1 emissions by emission source (tCO_2e).

	Emissions sources	tCO_2e	%
Mobile combustion	Company-owned air fleet	1,156.12	6.94
	Company-owned road fleet	461.34	2.77
Fugitive	Leakage of refrigerant gases	14,555.42	87.38
Stationary combustion	Electricity generators	484.23	2.91
Total Scope 1		**16,657.11**	**100.00**

In 2025, fugitive emissions related to the replacement of refrigerant gases in air conditioning systems were the most representative, accounting for 87.38% of Scope 1. Secondly, emissions from fuel consumption by the Organization's mobile fleet (road and air) represented 9.71% of direct emissions. Diesel consumption in electricity generators accounted for 2.91% of the total.

Table 13 – Comparison of Scope 1 emissions (tCO_2e).

Emissions sources		tCO_2e			Change	
		Base year	2024	2025	Base year	Previous year
Mobile combustion	Company-owned air fleet	511.41	1,092.90	1,156.12	126.1%	5.8%
	Company-owned road fleet	461.99	498.43	461.35	-0.1%	-7.4%
Fugitive	Leakage of refrigerant gases	8,594.39	17,395.69	14,555.42	69.4%	-16.3%
Stationary combustion	Electricity generators	765.97	643.70	484.23	-36.8%	-24.8%
Total Scope 1		**10,333.76**	**19,630.72**	**16,657.11**	**61.2%**	**-15.1%**

Emissions from the Mobile Combustion category increased by 1.64%, due to the increased use of aircraft, contributing to a 5.8% increase in emissions from the air fleet compared to the previous year. The road fleet, on the other hand, showed a 7.4% reduction, reflecting the use of hybrid vehicles by senior management and the use of ethanol whenever possible by the remaining vehicles.

Figure 8 – Scope 1 emissions by company (tCO_2e).

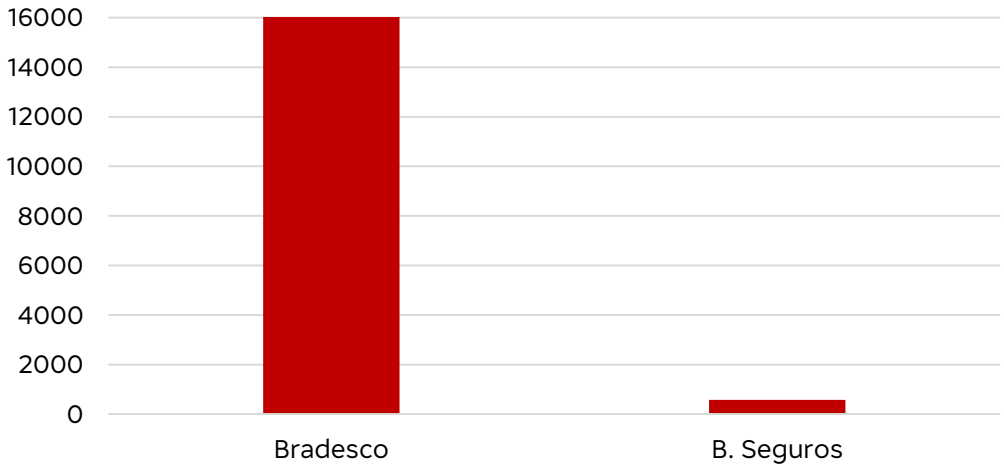


Table 14 – Scope 1 emissions by company (tCO_2e).

	Emissions - tCO_2e	
Scope	**Bradesco**	**B. Seguros**
Scope 1	16,088.85	568.26
Share (%)	96.59	3.41

As shown in Figure 8 and Table 14, Banco Bradesco was responsible for 96.6% of the Organization's Scope 1 emissions in 2025. This representativeness is expected due to the scale of its operations compared to the other companies in the group.

4.5 Scope 2

In 2021, Banco Bradesco S/A committed to using 100% renewable electricity in its operations in Brazil, through the Free Contracting Environment (ACL), via I-RECs and Distributed Generation, and may therefore account for Scope 2 emissions using the Market-based (MB) approach.

According to the Brazilian GHG Protocol Program, the Location-based (LB) approach quantifies Scope 2 GHG emissions from electricity acquisition using the average emission factor of the National Interconnected System (SIN) and is mandatory for reporting. The Market-based (MB) approach, on the other hand, quantifies Scope 2 GHG emissions from electricity acquisition using the emission factor specific to each source of electricity generation selected by the reporting organization and is voluntary for reporting.

4.5.1 Scope 2 – location-based approach

The location-based approach, traditionally adopted by the Brazilian GHG Protocol Program, quantifies Scope 2 GHG emissions using the average emission factor for electricity generation of the National Interconnected System (SIN).

Following this approach, Bradesco's Scope 2 emissions in 2025 totaled 14,098.89 tCO_2e, representing a reduction of 27.2% compared to the previous year (2024: 19,354.3 tCO_2e).

This reduction can be explained by the 15% decrease in the average grid emission factor compared to the previous year (0.0461 tCO_2e/MWh in 2025 vs 0.0545 tCO_2e/MWh in 2024), as well as the 12% reduction in electricity consumption within the Organization compared to 2024.

The chart below shows Bradesco's 2025 GHG emissions by company under the location-based approach (Figure 9). As expected, Banco Bradesco accounted for 95.99% of Scope 2 emissions.

Figure 9 – Scope 2 (LB) emissions, by company (tCO_2e).

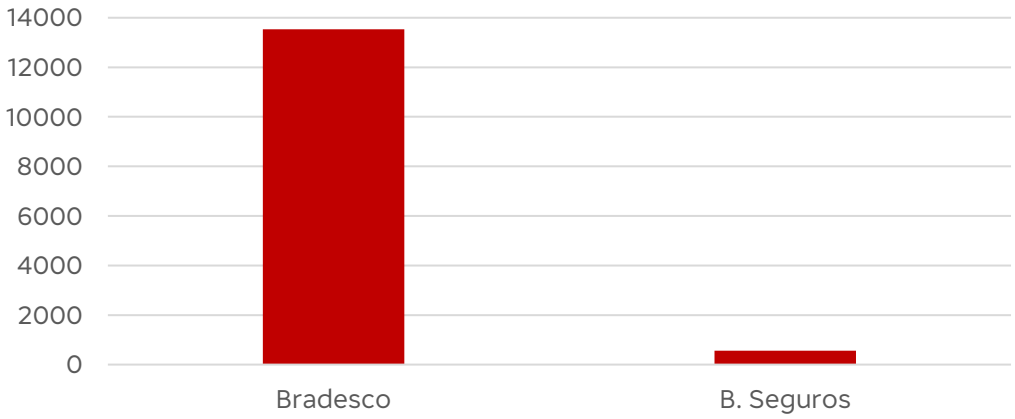


Table 15 – Scope 2 (LB) emissions by company (tCO_2e).

	Emissions - tCO_2e	
Scope	**Bradesco**	**B. Seguros**
Scope 2 - LB	13,533.80	565.09
Share (%)	95.99	4.01

4.5.2 Scope 2 – market-based approach

The market-based approach quantifies Scope 2 GHG emissions using the specific emission factor associated with each electricity generation source that the reporting organization has

chosen to acquire and consume. In this sense, the emission factor is directly associated with the origin of electricity generation, and its verification and traceability are required. According to the Brazilian GHG Protocol Program, reporting emissions from electricity acquisition based on the choice of purchase approach is voluntary, additional, and exclusive to organizations that meet all required quality criteria.

Since 2019, Bradesco has committed to maintaining 100% of its electricity consumption from renewable sources, through the Free Contracting Environment (ACL), via the acquisition of Renewable Energy Certificates (I-RECs) and Distributed Generation contracts.

In 2025, 9,629.32 MWh were generated through Distributed Generation contracts (solar farms), in addition to 200,333.29 MWh acquired through the ACL (hydropower) and 159,484,024 I-RECs from wind sources. As a result, its Scope 2 emissions under the market-based approach were 0.00 tCO_2e.

For the calculation under the MB approach, the total electricity consumption (identical to the LB approach) was first considered. Subsequently, this consumption was reduced according to the renewable energy sources consumed and their respective emission factors.

4.6 Scope 3

During the inventory period, Bradesco presented the following indirect GHG emission sources (Scope 3), according to the categories of the Brazilian GHG Protocol Program:

Table 16 – Scope 3 emissions by emission source (tCO_2e).

Emissions sources		tCO_2e	%
Purchased goods and services	Paper, furniture, and IT equipment	4,689.59	4.2
Fuel-related emissions	Life cycle emissions of Scope 1 fuels	551.62	0.5
Transportation and distribution (upstream)	Courier pouch transport	2,906.16	2.6
	Mail transportation	1,312.48	1.2
	Cargo transport (equipment, furniture and printing materials)	1,868.10	1.7
	Valuables transportation	6,537.65	5.9
	Roadside assistance transport	32,984.66	29.7
	Document transport	22.07	0.0
Waste generated in operations	Solid waste	3,312.36	3.0

Emissions sources		tCO_2e	%
Business travel	Taxi	1,991.58	1.8
	Air travel	6,998.34	6.3
	Km reimbursement	3,272.42	2.9
Employee commuting	Employee shuttle transportation	367.23	0.3
	Distance traveled (home-to-work)	43,995.87	39.6
	Remote work	180.28	0.2
Total Scope 3		**110,990.41**	**100.0**

Scope 3 emissions in 2025 totaled 110,990.41 tCO_2e, representing a reduction of 41.32% compared to the base year (2019: 189,157.97 tCO_2e) and 7.03% compared to the previous year (2024: 119,376.82 tCO_2e). Excluding the two new emission categories included in the 2025 calculation, the reduction would have been 11.42% compared to 2024.

Emissions from Category 7 (Employee commuting, home-to-work) accounted for a total of 40.13% of Scope 3 emissions (or 44,543.38 tCO_2e), comprising employee shuttle transportation, commuting using personal resources, and emissions related to home office. A reduction of 19.2% was observed compared to the previous year (2024: 55,109.93 tCO_2e) and of 55.2% compared to the base year (2019: 99,505 tCO_2e).

Emissions from Category 4 (Transportation and distribution – upstream) totaled 45,631.12 tCO_2e, corresponding to 41.1% of Scope 3 emissions. Within this category, Roadside assistance transport and Cash transportation were the two main emission sources, with 32,984.66 tCO_2e and 6,537.65 tCO_2e, respectively (equivalent to 29.7% and 5.9% of Scope 3). Compared to the base year (2019), there was a reduction of 59.38%, reflecting the decreases observed in freight transport (-71.5%), pouch transport (-70.1%) and cash transportation (-59.4%). This performance is associated with the strategy of process digitalization and the encouragement of digital channels, which resulted in the restructuring and reduction in the number of branches and, consequently, in lower demand for transportation.

Emissions from Category 6 (Business travel) totaled 12,262.34 tCO_2e and accounted for 11% of Scope 3 emissions. A reduction of 42.5% was observed compared to the base year (2019: 21,331 tCO_2e) and 13.1% compared to 2024 (14,115.16 tCO_2e).

Category 5 emissions (Waste generated in operations) accounted for 2.98% (3,312.36 tCO_2e) of Scope 3 emissions, with a reduction of 22.6% compared to the previous year (2024: 4,279.10 tCO_2e) and 36.7% compared to the base year (2019: 5,234 tCO_2e), due to the implementation

of the Zero Landfill Program in administrative buildings and branches in Greater São Paulo and Rio de Janeiro.

Emissions related to purchased goods and services (Category 1) and those related to the life cycle of fuel consumed in Scope 1 (Category 3) were calculated for the first time in 2025, representing 4.23% and 0.50% of Scope 3 emissions, respectively.

Table 17 – Comparison of Scope 3 emissions (tCO_2e).

Emissions sources		tCO_2e			Change	
		Base year	2024	2025	Base year	Previous year
Purchased goods and services	Paper, furniture, and IT equipment	NA	NA	4,689.59	NA	NA
Fuel-related emissions	Life cycle emissions of Scope 1 fuels	NA	NA	551.62	NA	NA
Transportation and distribution (upstream)	Courier pouch transport	9,710.22	3,360.60	2,906.16	-70.1%	-13.5%
	Mail transportation	NA	1,187.97	1,312.48	NA	10.5%
	Cargo transport (equipment, furniture and printing materials)	6,551.67	2,350.87	1,868.10	-71.5%	-20.5%
	Valuables transportation	16,093.72	8,234.22	6,537.65	-59.4%	-20.6%
	Roadside assistance transport	30,733.18	30,715.45	32,984.66	7.3%	7.4%
	Document transport	NA	23.52	22.07	NA	-6.2%
Waste generated in operations	Solid waste	5,234.02	4,279.10	3,312.36	-36.7%	-22.6%
Business travel	Taxi	3,368.53	1,693.27	1,991.58	-40.9%	17.6%
	Air travel	13,794.43	9,385.58	6,998.34	-49.3%	-25.4%
	Km reimbursement	4,167.59	3,036.31	3,272.42	-21.5%	7.8%
Employee commuting	Employee shuttle transportation	1,880.03	391.47	367.23	-80.5%	-6.2%
	Distance traveled (home-to-work)	97,624.58	54,484.17	43,995.87	-54.9%	-19.3%
	Remote work	NA	234.29	180.28	NA	-23.1%
Total Scope 3		**189,157.97**	**119,376.82**	**110,990.41**	**-41.3%**	**-7.0%**

NA = Not available

Figure 10 and Table 18 present Scope 3 emissions of Bradesco by company.

Figure 10 – Scope 3 emissions by company (tCO_2e).

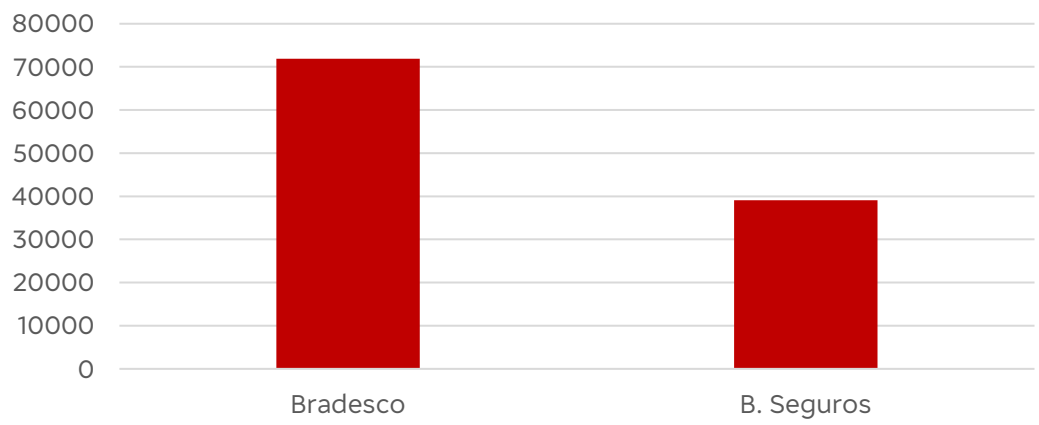


Table 18 - Scope 3 emissions by company (tCO_2e).

	Emissions - tCO_2e	
Scope	**Bradesco**	**B. Seguros**
Scope 3	71.903,70	39.086,71
Share (%)	64,78	35,22

As shown in the chart above, Banco Bradesco was responsible for 64.8% of the Organization's Scope 3 emissions in 2025. Due to roadside assistance transport, emissions related to the Bradesco Seguros Group were significant, representing 35.2% of Scope 3 emissions.

5 Uncertainty analysis

The preparation of an emissions inventory involves the use of various calculation tools based on estimates, parameters, and standardized emission factors, which may introduce levels of uncertainty into the results.

To mitigate these uncertainties, priority was given, whenever possible, to data from official sources, recognized methodologies, and market standards, observing the principles of conservatism, accuracy, and transparency.

Uncertainties associated with inventories may be classified according to two criteria:

- **Scientific uncertainty**: arises when the actual emission and/or removal process is not fully understood. An example is the significant level of scientific uncertainty involved in the use of direct and indirect factors related to global warming for estimating emissions of various GHGs. Most of the factors adopted in this study are from the IPCC.
- **Estimation uncertainty**: arises whenever GHG emissions are quantified. These are further classified into model uncertainty, when associated with the mathematical equations used to characterize relationships between different parameters and emission processes, and parameter uncertainty, related to the input data used in estimation models.

According to the recommendations of the IPCC Good Practice Guidance, inventories should not present emissions with biases that could be identified and eliminated, and uncertainties must be minimized considering the existing scientific knowledge and available resources.

These recommendations were followed in all stages of the inventory development, with a strong emphasis on using the most up-to-date calculation methodologies and emission factors from highly credible organizations. Regarding the data used, special attention was given to their alignment with reality (verification of company records and analysis of the collected data), as well as the use of measurement units that reduce uncertainties associated with emissions.

The procedures adopted for uncertainty calculations are presented in ANNEX C – Uncertainty Calculation. For the 2025 GHG inventory of Bradesco, uncertainties were also calculated, and the results are presented in Table 19.

Table 19 – Results of uncertainties of the Banco Bradesco S/A GHG Inventory.

Scope	Category	Lower uncertainty	Upper uncertainty
Scope 1	Mobile combustion	2.15%	0.58%
	Fugitive	1.32%	1.06%
	Stationary combustion	1.56%	0.31%
	Total - Scope 1	**1.50%**	**0.30%**
Scope 2 - LB	Purchased electricity	**1.65%**	**0.33%**
Scope 2 - MB	Purchased electricity	**1.65%**	**0.33%**
Scope 3	Purchased goods and services	1.96%	0.63%
	Fuel-related emissions	1.32%	1.06%
	Transportation and distribution (upstream)	5.20%	5.23%
	Waste generated in operations	16.90%	17.38%
	Business travel	5.32%	4.42%
	Employee commuting	8.60%	5.35%
	Total - Scope 3	**4.77%**	**3.52%**
TOTAL - LB		**3.36%**	**2.47%**
TOTAL - MB		**3.36%**	**2.47%**

6 Recommendations

For companies to adapt to a low-carbon economy, a virtuous cycle of process analysis and improvement must be developed. This set of activities, when detailed and organized, constitutes the corporate plan for the management of Greenhouse Gas (GHG) emissions.

The GHG inventory is the first stage of the diagnosis and must be continuously improved. The recommended improvements are:

- Expansion of the monitored emission sources, by calculating emissions from other Scope 3 categories such as investments (financed emissions), treatment of effluents sent to the municipal network, and emissions related to goods and services purchased by the organization.
- The company may structure an information system and monitor Climate Change impacts monthly as a form of environmental management.

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8 Glossary

Base year: specified historical period against which current atmospheric emissions and removals and other related information can be consistently compared.

Carbon dioxide equivalent (CO_2e): unit for comparing the radiative forcing (global warming potential) of a given GHG to that of CO_2.

GHG emissions: total mass of a GHG released into the atmosphere over a specified period.

Direct GHG emissions: GHG emissions from sources owned or controlled by the organization. To define the organization's operational boundaries, the concepts of financial control and operational control are used.

Indirect GHG emissions related to energy consumption: GHG emissions from the generation of electricity, heat, or steam that is imported/consumed by the organization.

Scope: the concept of "scope" was introduced by the GHG Protocol to help companies define their operational boundaries. Scopes are divided into three categories, separating direct and indirect emissions.

Scope 1: encompasses the category of direct GHG emissions of the organization, that is, those originating from sources that are owned or controlled by the company within the defined boundaries. Examples include emissions from the combustion of fossil fuels and from manufacturing processes.

Scope 2: encompasses the category of indirect GHG emissions related to the external acquisition of energy. Examples include electricity consumed from utilities of the National Interconnected System (SIN) and purchased thermal energy.

Scope 3: encompasses the category of indirect GHG emissions from other sources, that is, emissions that occur because of the organization's activities but originate from sources not owned or controlled by it. Examples include transportation of products in vehicles not owned by the company, use of third-party vehicles, employee commuting, and business travel.

Emission factor or GHG removal factor: factor that relates activity data to GHG emissions and removals.

GHG source: physical unit or process that releases GHG into the atmosphere.

Greenhouse Gas (GHG): atmospheric constituent, of natural or anthropogenic origin, that absorbs and emits radiation within specific wavelengths of the infrared radiation spectrum emitted by the Earth's surface, the atmosphere, and clouds. Examples include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6).

GHG emissions inventory: document in which GHG sources and sinks are detailed and in which GHG emissions and removals are quantified over a given period.

Offset: GHG emissions compensation credits.

Organization: company, corporation, enterprise, authority, or institution, or part or combination thereof, whether incorporated or not, public or private, that has its own functions and administration.

Other indirect GHG emissions: GHG emissions different from those indirect emissions related to energy consumption. They are a consequence of the organization's activities but originate from sources owned or controlled by other organizations.

Global warming potential: factor that describes the impact of the radiative forcing of a unit mass of a given GHG relative to a unit mass of carbon dioxide (CO_2) over a given period.

GHG removals: total mass of a GHG removed from the atmosphere over a specified period.

GHG reservoir: physical unit or component of the biosphere, geosphere, or hydrosphere capable of storing or accumulating GHG removed from the atmosphere by a sink or captured from a source. The total mass of carbon contained in a reservoir at a given time may be referred to as the reservoir's carbon stock. A reservoir may transfer GHG to another reservoir. The capture of a GHG from a source before it enters the atmosphere and its storage in a reservoir may be referred to as GHG capture and storage.

GHG sink: physical unit or process that removes GHG from the atmosphere.

ANNEX A – GHG PROTOCOL TABLES

The purpose of this section is to facilitate the reporting of Banco Bradesco S/A data in the Public Emissions Registry. It is important to note that, as reporting of international units to the GHG Protocol is optional, such emissions are presented separately from emissions occurring in Brazil. Therefore, the results presented in this section differ from those shown in the main body of the report.

A.1 EMISSIONS IN METRIC TONS, BY TYPE OF GHG

GHG (t)	Scope 1	Scope 2 (location-based)	Scope 2 (market-based)	Scope 3
CO_2	2,055.951	14,098.893	0.000	104,986.320
CH_4	0.356	0.000	0.000	125.855
N_2O	0.135	0.000	0.000	9.360
HFCs	7.715			-
PFCs				
SF_6				
NF_3				

A.2 EMISSIONS IN METRIC TONS, BY TYPE OF GHG (tCO_2e)

GHG (t)	Scope 1	Scope 2 (location-based)	Scope 2 (market-based)	Scope 3
CO_2	2,055.951	14,098.893	0.000	104,986.320
CH_4	9.957	0.000	0.000	3,523.932
N_2O	35.787	0.000	0.000	2,480.161
HFCs	14,555.415			-
PFCs				
SF_6				
NF_3				
Total	**16,657.11**	**14,098.893**	**-**	**110,990.413**

A.3 SCOPE 1 EMISSIONS

Category	Emissions (tCO_2e)	Biogenic CO_2 emissions
Mobile combustion	1,617.47	628.68
Stationary combustion	484.23	75.63
Fugitive	14,555.42	0.00
Total	**16,657.11**	**704.31**

A.4 SCOPE 2 EMISSIONS – LOCATION-BASED APPROACH

Category	Emissions (tCO_2e)	Biogenic CO_2 emissions
Purchased electricity	14,098.89	-
Total	**14,098.89**	**-**

A.5 SCOPE 2 EMISSIONS – MARKET-BASED APPROACH

Category	Emissions (tCO_2e)	Biogenic CO_2 emissions
Purchased electricity	0	-
Total	**0**	**-**

A.6 SCOPE 3 EMISSIONS

Category	Emissions (tCO_2e)	Biogenic CO_2 emissions
Purchased goods and services	4,689.59	-
Fuel-related emissions	551.62	-
Transportation and distribution (upstream)	45,631.12	7,259.14
Waste generated in operations	3,312.36	33.36
Business travel	12,262.34	4,093.82
Employee commuting	44,543.38	10,574.17
Total	**110,990.41**	**21,960.49**

A.7 EMISSIONS OF OTHER GHG NOT REGULATED BY THE KYOTO PROTOCOL

Greenhouse gas	Emissions (tCO_2e)
HCFC-22 (R22)	6,154.1
HCFC-141b	8.6
Total	**6,162.7**

ANNEX B – CALCULATION OF EMISSIONS AND REMOVALS

B.1 CONSUMPTION OF FUELS IN MOBILE AND STATIONARY EQUIPMENT

In 2025, the calculation of GHG emissions from the combustion of fossil fuels was carried out based on fuel consumption (in volume) or distance traveled, considering the type of fuel and vehicle.

When the input data refer to fuel consumption, emissions are calculated according to the following equation:

$$E_{i,g,y} = C_{i,y} \cdot NCV_{i,y} \cdot EF_{i,g,y} \cdot GWP_g$$

Where:

i	Index that denotes the type of fuel;
g	Index that denotes a type of GHG;
y	Reporting year;
$E_{i,g,y}$	Emissions or removals of GHG *g* attributable to source *i* during year *y*, in tCO_2e;
$C_{i,y}$	Consumption of fuel *i* in year *y*, in unit *u*, where *u* can be m³ or kg;
$NCV_{i,y}$	Net Calorific Value of fuel *i* in year *y*, in TJ/u;
$EF_{i,g,y}$	Emission factor of GHG *g* applicable to fuel *i* in year *y*, in tGHGg/TJ;
GWP_g	Global warming potential of GHG *g*, in tCO_2e/tGHGg.

In cases where the input data refer to distance traveled, emissions are calculated according to the following equation:

$$E_{i,g,y} = \frac{D_{i,j,y}}{FC_{i,j,y}} \cdot PCI_{i,y} \cdot FE_{i,g,y} \cdot PAG_g$$

Onde:

i	Index that denotes the type of fuel;
j	Index that denotes the type of vehicle;
g	Index that denotes a type of GHG;

y	Reporting year;
$E_{i,g,y}$	Emissions or removals of GHG g attributable to source i during year y, in tCO_2e;
$D_{i,y}$	Distance traveled by vehicle j using fuel i during year y, in km;
$F_{i,j,y}$	Vehicle j autonomy, in unit u/km, where u is m^3 or kg;
$NCV_{i,y}$	Net Calorific Value of fuel i in year y, in TJ/u;
$EF_{i,g,y}$	Emission factor of GHG g applicable to fuel i in year y, in tGHGg/TJ;
GWP_g	Global warming potential of GHG g, in tCO_2e/tGHGg.

The types of GHG emitted in fuel combustion are CO_2, CH_4 and N_2O.

Gasoline and diesel consumption require an additional calculation step, since, in 2025, Brazilian legislation required the addition of biofuels in specific proportions in their compositions. As of August 1, the share of anhydrous ethanol in gasoline increased from 27% to 30% and, in diesel, from 14% to 15%, according to ANP websites and the GHG Protocol tool.

To calculate emissions associated with the consumption of these fuel types, the biofuel proportions were applied to the blended fuel consumption prior to using the equation described above.

In this report, the categories calculated based on these equations are: fuel consumption in stationary equipment, fuel consumption in mobile equipment, outsourced transportation, home-to-work commuting, and business travel (taxi only).

B.2 ELECTRICITY CONSUMPTION

The calculation of GHG emissions from electricity consumption was carried out based on consumption data by operational unit, in MWh, in 2025. For this calculation, monthly consumption had to be considered due to variation in the emission factors of the National Interconnected System (grid).

For units located outside Brazil, annual emission factors provided by the EPA were used. In the case of the Brazilian grid, CO_2 was considered, and emissions were calculated according to the following equation:

$$Eco_{2,m,y} = C_{m,y} \cdot EFco_{2,m,y}$$

Where:

m	Month of consumption related to electricity consumption;
y	Reporting year;
$Eco_{2,m,y}$	CO_2 emissions attributable to electricity consumption from the national grid in month *m* of year *y*, in tCO_2e;
$C_{m,y}$	Electricity consumption from the national grid in month *m* of year *y*, in MWh;
$EF_{i,g,y}$	CO_2 emission factor applicable to electricity from the national grid in month *m* of year *y*, in tCO_2/MWh.

The electricity consumption category in this report was calculated using this equation.

B.3 REFRIGERANT GASES CONSUMPTION

The calculation of GHG emissions from refrigerant gas consumption was carried out based on consumption data by operational unit, in kg, in 2025. The mass of gases consumed was multiplied by their respective global warming potentials (GWP) to obtain emissions in CO_2e, according to the following equation:

$$Eco_{2e,g,y} = C_{g,y} \cdot GWP_g \cdot 1000$$

Where:

g	Index that denotes a type of GHG;
y	Reporting year;
$Eco_{2e,g,y}$	CO_2e emissions attributable to the consumption of refrigerant gas g in year y, in tCO_2e;
C_y	Consumption of refrigerant gases in year y, in kg;
GWP_g	Global warming potential of GHG *g*, in tCO_2e/tGHGg.

In the case of refrigerant gas blends, the calculation considers the share of each gas in the mixture, with the respective percentages applied in the formula described above.

Fugitive emissions in this report were calculated based on this same formula.

B.4 SOLID WASTE DISPOSED IN LANDFILLS

For the calculation of emissions from the disposal of solid waste and wastewater treatment sludge in landfills, the quantities disposed in landfills by operational unit were considered.

CH_4 is generated in landfills according to the following equations:

$$\boldsymbol{E_{CH_4,y}} = \boldsymbol{Q}W_y \cdot \boldsymbol{L_{0,y}} \cdot (1 - \boldsymbol{OX_0})$$

$$\boldsymbol{L_{0,y}} = \boldsymbol{MCF_0} \cdot \boldsymbol{DOC}_{média} \cdot \boldsymbol{DOC_f} \cdot \boldsymbol{F_{CH_4}} \cdot 16/12$$

$$\boldsymbol{DOC}_{média} = \sum(\%_{\boldsymbol{i,y}} \cdot \boldsymbol{DOC}_i)$$

Where:

y	Reporting year;
$\boldsymbol{i}$	Type of waste;
$\boldsymbol{E_{CH4,y}}$	CH_4 emissions attributable to the decomposition of waste disposed in landfills in year *y*, in tCH_4;
$\boldsymbol{Q}W_y$	Quantity of waste disposed in landfills in year y, in t;
$\boldsymbol{L_{0,y}}$	Methane generation potential in year *y*, in tCH_4/t waste;
$\boldsymbol{OX_0}$	Oxidation factor, dimensionless;
$\boldsymbol{MCF_0}$	Methane correction factor based on landfill quality, dimensionless;
$\boldsymbol{DOC_{média}}$	Average degradable organic carbon value (calculated according to the average composition of municipal solid waste in Latin America);
$\boldsymbol{DOC_i}$	Degradable organic carbon of waste *i*;
$\%_{i,y}$	Fraction of the quantity of waste *i* in year *y*;
$\boldsymbol{DOC_{f,y}}$	Fraction of waste that decomposes dimensionless (default value of 50%, according to IPCC 2006);
$\boldsymbol{F_{CH4}}$	Fraction of methane in landfill gas, dimensionless (default value of 50%, according to IPCC 2006);
16/12	Conversion of mass of C to CH_4, 1.33.

The composition of solid waste was calculated based on the quantity of paper and organic waste in the Organization's waste, considering the following scenario:

Waste composition	Year	%
A - Paper/cardboard	A/Total [%]	39.9
B - Textile waste	B/Total [%]	
C - Food waste	C/Total [%]	54.6
D - Wood	D/Total [%]	
E - Garden and park waste	E/Total [%]	
F - Diapers	F/Total [%]	
G - Rubber and leather	G/Total [%]	
H - Domestic sewage sludge	H/Total [%]	
I – Industrial sludge	I/Total [%]	
Other inert materials	[%]	5.45
DOC - Degradable Organic Carbon in the year	[tC/tMSW]	0.2417

Information on the waste disposal location was not entered in the GHG Protocol tool, which results in the maximization of estimated emissions. This approach was adopted conservatively, considering the difficulty of defining a single disposal location due to the wide geographic distribution of Bradesco branches.

The percentage of recyclable waste discarded in landfills (predominantly paper, representing 95%) was estimated to reflect the fraction of paper effectively disposed in these facilities. The fraction of organic waste was calculated as the sum of waste generated in branches and administrative buildings not covered by the Zero Landfill project, plus organic waste generated by digital channels. The remainder was considered inert material.

In the absence of a specific landfill classification, a standard classification was adopted to represent disposal quality.

In general, there is no methane recovery in sanitary landfills and anaerobic reactors in Brazil; therefore, this recovery was not considered in Banco Bradesco S.A.'s inventory.

B.5 AIR TRAVEL

To account for GHG emissions associated with air travel, it is first necessary to determine the distances traveled on flights. For this purpose, flights were broken down into segments, allowing their entry into the GHG Protocol tool.

GHG emissions from short-, medium-, or long-distance travel are calculated according to the following equations:

$$E_{CO_2,tr,y} = Distance_{tr} \cdot pax \cdot EF_{CO_2,tr,y}$$

$$E_{CH_4,tr,y} = Distance_{tr} \cdot pax \cdot EF_{CH_4,tr,y}$$

$$E_{N_2O,tr,y} = Distance_{tr} \cdot pax \cdot EF_{N_2O,tr,y}$$

Where:

y	Reporting year;
tr	Flight segment classification (short-, medium-, or long-distance);
$E_{CO_2,tr,y}$	CO_2 emissions from fuel combustion of the aircraft flying segment type *tr* in year *y*, in tCO_2;
$E_{CH_4,tr,y}$	CH_4 emissions from fuel combustion of the aircraft flying segment type *tr* in year *y*, in tCH_4;
$E_{N_2O,tr,y}$	N_2O emissions from fuel combustion of the aircraft flying segment type *tr* in year *y*, in tN_2O;
$Distance_{tr}$	Great-circle distance traveled in the air segment type *tr*, corrected by the 8% factor, in km;
pax	Number of passengers traveling on the segment type *tr*;
$EF_{CO_2,tr}$	CO_2 emission factor applicable to aircraft fuel combustion on segment type *tr*, in tCO_2/pax·km;
$EF_{CH_4,tr}$	CH_4 emission factor applicable to aircraft fuel combustion on segment type *tr*, in tCH_4/pax·km;
$EF_{N_2O,tr}$	N_2O emission factor applicable to aircraft fuel combustion on segment type *tr*, in tN_2O/pax·km.

ANNEX C – UNCERTAINTY CALCULATION

The following presents the calculations used for combining uncertainties, as well as estimates of confidence intervals and their respective corrections, when applicable, in accordance with IPCC Good Practice Guidance (2006).

Combination of uncertainty components (not correlated) in a multiplication or division:

$$I_{total} = \sqrt{I_1^2 + I_2^2 + \ldots I_n^2}$$

Where:

I_{total}	Total percentage uncertainty of the product of quantities (half of the 95% confidence interval, expressed as a percentage). For asymmetric confidence intervals, the largest percentage difference between the mean and the confidence limits was considered;
I_i	Percentage uncertainty associated with each of the quantities in a multiplication.

Combination of uncertainty components (not correlated) in an addition or subtraction:

$$I_{total} = \frac{\sqrt{(I_1 . x_1)^2 + (I_2 . x_2)^2 + \ldots + (I_n . x_n)^2}}{|x_1 + x_2 + \ldots + x_n|}$$

Where:

I_{total}	Total percentage uncertainty of the sum or subtraction of quantities (half of the 95% confidence interval, expressed as a percentage). For asymmetric confidence intervals, the largest percentage difference between the mean and the confidence limits was considered;
x_i e I_i	Quantities and percentage uncertainty associated with each of the quantities in a multiplication.

Through the uncertainty propagation model described, half of the 95% confidence interval is estimated, expressed as a percentage of the inventory result. As uncertainty increases, this

approach tends to systematically underestimate uncertainty, except in cases where the quantification models are purely additive.

Thus, when uncertainty ranges between 100% and 230%, a correction is applied according to the procedures described below:

$$I_{corrected} = I . F_c$$

$$F_c = \left[\frac{(-0{,}720 + 1{,}0921.I - 1{,}63.10^{-3}.I^2 + 1{,}11.10^{-5}.I^3)}{I} \right]^2$$

Where:

$I_{corrected}$	Total corrected uncertainty (half of the 95% confidence interval, expressed as a percentage);
I	Total uncorrected uncertainty (half of the 95% confidence interval, expressed as a percentage);
F_c	Uncertainty correction factor.

To calculate confidence intervals of the total result, based on the mean and half of the 95% confidence interval of the component quantities, it is necessary to assume a probability distribution.

For purely additive models, with uncertainty below 50%, a normal distribution is assumed, considered an adequate approximation. In these cases, the probability distribution is symmetric around the mean.

For multiplicative models or when uncertainty exceeds 50% for non-negative variables, a lognormal distribution is assumed, considered more appropriate. In these cases, the distribution is not symmetric around the mean.

In these situations, the following formulas are applied to calculate the upper and lower limits of the 95% confidence interval:

$$I_{lower} = \left\{\frac{\exp[\ln(\mu_g) - 1{,}96.\ln(\sigma_g)] - \mu}{\mu}\right\}.100$$

$$I_{upper} = \left\{\frac{\exp[\ln(\mu_g) + 1{,}96.\ln(\sigma_g)] - \mu}{\mu}\right\}.100$$

$$\sigma_g = exp.\left\{\sqrt{\ln\left(1 + \left[\frac{I}{100}\right]^2\right)}\right\}$$

$$\mu_g = exp.\left\{\ln(\mu) - \frac{1}{2}.\ln\left(1 + \left[\frac{I}{100}\right]^{-2}\right)\right\}$$

Onde:

I_{lower}	Lower limit of the 95% confidence interval, in %;
I_{upper}	Upper limit of the 95% confidence interval, in %;
μ_g	Geometric mean;
μ	Arithmetic mean;
σ_g	Geometric standard deviation;
I	Total symmetric uncertainty of the 95% confidence interval, in %.

The uncertainties associated with calculation elements and emission factors were obtained from the respective references used.

Input data uncertainties were estimated according to the recommendations of the "GHG Protocol Guidance on Uncertainty Assessment in GHG Inventories and Calculating Statistical Parameter Uncertainty". Given the limitations in defining uncertainty values for the input data of Banco Bradesco's GHG Inventory, the adopted method is based on a qualitative analysis of the data, as presented in Table C.1.

Table C.1 – Qualitative analysis of input data uncertainties.

Data accuracy	Average uncertainty range	Highest uncertainty adopted	Lowest uncertainty adopted
High	+/- 5%	1%	5%
Good	+/- 15%	5%	15%
Reasonable	+/- 30%	15%	30%
Poor	> 30%	30%	50%

The input data of Banco Bradesco were classified based on the characteristics of the collected data, as established in Table C.2.

Table C.2 – Assessment of input data of Banco Bradesco's 2025 Inventory.

Category	Parameter	Source of information	Data accuracy
Stationary combustion	Diesel consumption	Purchase invoice	High
Combustão móvel	Alcohol consumption in medium vehicle	Purchase invoice	High
	Alcohol consumption in small vehicle	Purchase invoice	High
	Diesel consumption in large vehicle	Purchase invoice	High
	Gasoline consumption in large vehicle	Purchase invoice	High
	Gasoline consumption in medium vehicle	Purchase invoice	High
	Gasoline consumption in small vehicle	Purchase invoice	High
	Aviation kerosene consumption	Purchase invoice	High
	Aviation kerosene consumption (helicopters)	Purchase invoice	High
	Aviation kerosene consumption (jets)	Purchase invoice	High
Electricity	Electricity consumption	Grid metering (bill)	High
	Biomass consumption	Estimated calculation	Poor
Fugitive emissions	Gas consumption 39TC (HFC-134a)	Purchase invoice	High
	Gas consumption 39TC (HFC227ea)	Purchase invoice	High
	HCFC-22 gas consumption	Purchase invoice	High
	HFC-134A gas consumption	Purchase invoice	High
	R-407C gas consumption	Purchase invoice	High

Category	Parameter	Source of information	Data accuracy
	R-410A gas consumption	Purchase invoice	High
	R141B gas mass	Purchase invoice	High
	Use of refrigerant gases – CO_2 (Argentina, Cayman, Europe and New York)	Estimated use	Poor
Business travel (air)	Short-distance flights	Compilation of flown segment distances	Reasonable
	Long-distance flights	Compilation of flown segment distances	Reasonable
	Medium-distance flights	Compilation of flown segment distances	Reasonable
Business travel	Distance traveled – gasoline reimbursement	Measured distances	Reasonable
	Distance traveled – ethanol reimbursement	Measured distances	Reasonable
	Gasoline expenses – taxi	Purchase invoices; average fuel cost per liter	Reasonable
	Gasoline expenses (cooperative taxi)	Purchase invoices; average fuel cost per liter	Reasonable
Transportation and distribution (upstream)	Distance traveled by light tow truck (diesel)	Estimated distances	Poor
	Distance traveled by heavy tow truck (diesel)	Estimated distances	Poor
	Distance traveled by motorcycle (roadside assistance)	Estimated distances	Poor
	Alcohol expenses in small vehicle	Purchase invoices; monthly average fuel cost per liter	Reasonable
	Diesel expenses	Purchase invoices; monthly average fuel cost per liter	Reasonable
	Diesel expenses (armored vehicle)	Purchase invoices; monthly average fuel cost per liter	Reasonable
	Diesel expenses (FEBRABAN)	Purchase invoices; monthly average fuel cost per liter	Reasonable
	Gasoline expenses in light vehicle (FEBRABAN)	Purchase invoices; monthly average fuel cost per liter	Reasonable
	Gasoline expenses in motorcycle	Purchase invoices; monthly average fuel cost per liter	Reasonable

Category	Parameter	Source of information	Data accuracy
	Gasoline expenses in small vehicle	Purchase invoices; monthly average fuel cost per liter	Reasonable
	Aviation kerosene expenses (FEBRABAN)	Purchase invoices; monthly average fuel cost per liter	Reasonable
Employee commuting	Distance traveled by subway/train	Estimated distances	Poor
	Distance traveled by chartered minibus	Estimated distances	Poor
	Distance traveled by chartered bus	Estimated distances	Poor
	Distance traveled by chartered van	Estimated distances	Poor
	Distance traveled by employees' vehicles	Estimated distances	Poor
	Passenger transport moment	Estimated distances	Poor
Solid waste	Mass of waste sent to composting	Weighed waste; composition	Reasonable
	Mass of solid waste generated	Weighed waste = Good	Reasonable
	Mass of solid waste generated (branches)	Weighed waste = Good	Reasonable
	Mass of solid waste generated (buildings)	Weighed waste = Good	Reasonable
Purchased goods and services	Paper, furniture and IT equipment	Purchased materials	High
Fuel-related emissions	Life cycle emissions of Scope 1 fuels	Purchased fuel, see stationary and mobile combustion	High

Verification of Greenhouse Gas (GHG) Inventory

Totum Institute declares that:

Banco do Bradesco S.A.

Av. Alphaville, 779 - Empresarial 18 do Forte – Barueri - SP

Had its GHG inventory verified and it complies to

Specifications of the Brazilian GHG Protocol Program

Verification Standard : Brazilian Program Verification Specifications GHG Protocol – Edition 2011 and ABNT NBR ISO 14064-3

Process number: 789-24/2026
Certificate Number: 789-24/2026
Inventory Year: 2025
Confidence Level: Reasonable
Details: Declaration of Verification Nº 789-24/2026

São Paulo, 24th April 2026.

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