

# 7. Minimization of environmental impact

Climate change

Environmental management



**Responsible supply chain management** and climate change are both material topics for Logista, reason for which we included them in our materiality analysis. We do our best every day to reduce our carbon footprint and the environmental impact of our operations.

The **sustainability policy** updated and approved by the board of directors in July 2023 outlines the environmental commitments, among others, undertaken by Logista, which include fighting climate change, supporting the circular economy, regulatory compliance, proactive management of climate risks and opportunities, preventing pollution and protecting biodiversity and water resources. In addition, we promote **respect for the environment** among our employees, customers, suppliers and society in general.

[Access sustainability policy published in our corporate website](#)



In this way, we develop various actions to **control and manage the current and foreseeable effects of our activity on the environment and address significant environmental aspects**. To this end, we have defined the main environmental and quality indicators, which we monitor and evaluate periodically.

We carry out energy audits in each country and for each business, with the aim of improving our energy performance. These energy audits are carried out every four years and cover 85% of the company's consumption. The next audits will take place in 2024 (natural year).

**SGS verifies Logista's carbon footprint according to the ISO 14064-3 standard**, using the GHG Protocol methodology as a reference, in addition to the environmental management system certified according to the ISO 14001 standard of Logista's businesses in Spain.

**Logista actively pursues the renovation of its facilities, as well as its own or subcontracted fleet, to more efficient and less polluting means of transportation**, favouring the reduction of equivalent CO<sub>2</sub> emissions, as well as other ozone depleting substances (ODS), nitrogen oxides (NOx), sulphur oxides (SOx) and other significant air emissions.



## Energy audits in each country and for each business


Company	Scope	Certifying body
Logista S.A.U.	Leganés, Logroño, Barcelona and Andújar (Spain)	APPLUS NORCONTROL, S.L.U.
Logista Pharma, S.A.U	Piera, Leganés and Dos Barrios (Spain)	APPLUS NORCONTROL, S.L.U.
Logista Freight, S.A.U	Leganés (Spain)	APPLUS NORCONTROL, S.L.U.
Logista Publicaciones, S.L.U.	Dos Barrios (Spain)	APPLUS NORCONTROL, S.L.U.
Logista Retail, S.A.U.	Cabanillas (Spain)	APPLUS NORCONTROL, S.L.U.
Dronas 2002, S.L.U. (Nacex)	Coslada and L'Hospitalet de Llobregat (Spain)	ADYMUS ENERGY, S.L.
Logista France Holding, S.A y Logista France SAS	Le Mans, Lognes, Mions, Croissy and Poitiers (France)	OPQIBI ORGANISME DE QUALIFICATION DE L'INGÉNIERIE
Logista Italia, SpA	Anagni, Tortona, Rome Headquarter and Bologna-Area 13.2. (Italy)	Energy Way, S.R.L.

## List of ISO 14001-certified centres

Business line	ISO 14001-certified centres
Transport (Logista Parcel)	Sant Andreu de la Barca and Getafe (Spain)
Distribution of tobacco and related products	Leganés, Riba-Roja, Barcelona, La Rioja, Sevilla and Andújar (Spain)
Transport (Logista Freight)	Leganés (Spain)
Pharmaceutical distribution	Leganés, Piera and Las Palmas (Spain)
Transport (Nacex)	Hospitalet, Coslada y Barberá del Vallés (Spain)
Transport (Transportes El Mosca)	Molina de Segura (Spain)

# Climate change

Climate change is one of Logista’s environmental and sustainability management priorities, and we have therefore considered greenhouse gas emissions (GHG), energy consumption and innovation and new sustainable technologies as material issues in our materiality analysis made last financial year and that remains in force after its review in the current financial year.

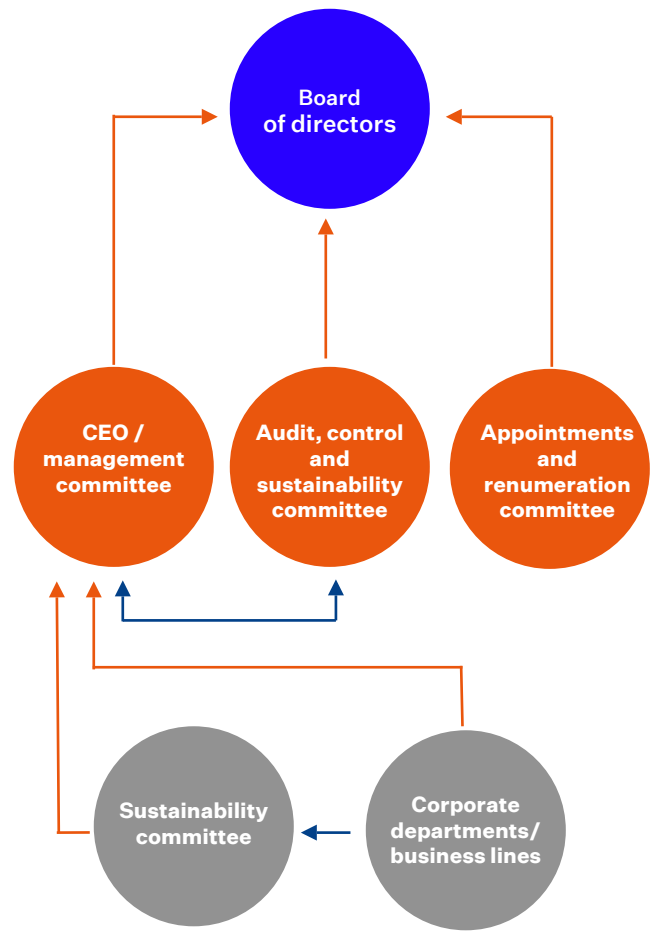
Innovation and new sustainable technologies  have turned out to be one of the most relevant material aspects for our stakeholders among the 24 material issues considered in the materiality analysis. In this regard, the company has a method for calculating emissions capable of identifying the environmental impact of each vehicle, whether subcontracted or our own. In addition, we are promoting innovation in the use of new technologies continuing with the acquisition of duo-trailers for long-distance freight transport, the consumption of renewable fuel, the replacement of combustion vehicles with electric ones and the purchase of Huckepack trailers to increase our intermodal transport, among other actions.

In our reporting of climate change management information we have taken into consideration the guidelines of the recommendations of the Task Force on Climate related Financial Disclosure (hereinafter TCFD) and other references such as the guidelines on non-financial reporting, in particular the supplement on climate-related information (2019/C 209/01), have been used.

These recommendations apply not only to financial institutions but to any other organization, especially for those four sectors potentially most affected by climate change: energy; transport; materials and buildings; and agriculture, food and forestry. The aim of this initiative is to provide information on how climate change affects the organisation in economic terms, so that its stakeholders (whether customers, investors, etc.) can understand the material risks it faces.

## Governance

In 2023 the governance model in terms of sustainability was updated, including the environment and climate change within the scope. The following graph details the governance model in terms of sustainability.



Blue arrows represent reporting channels

Orange arrows represent hierarchical structure

## Strategy

During 2024, Logista has been immersed in the preparation of a Strategic Sustainability Plan for 2024, 2025, and 2026 financial years detailing specific objectives and actions to be developed by the company.

Apart from the metrics included in the strategic plan, further metrics are established related to monitor actions to mitigate inherent physical and transition risks and to achieve significant opportunities.



With regard to the scenario analysis carried out by Logista, we take into account both climate-related physical and transition risks, as well as short-, medium- and long-term opportunities (period 2021-2100). Due to the company's financial planning operations, the periods of time considered and included in the above analysis are as follows: short term (0-3 years), medium term (3-5 years) and long term (>5 years).

To assess the risks in the TCFD analysis, two physical scenarios have been considered: the 2°C

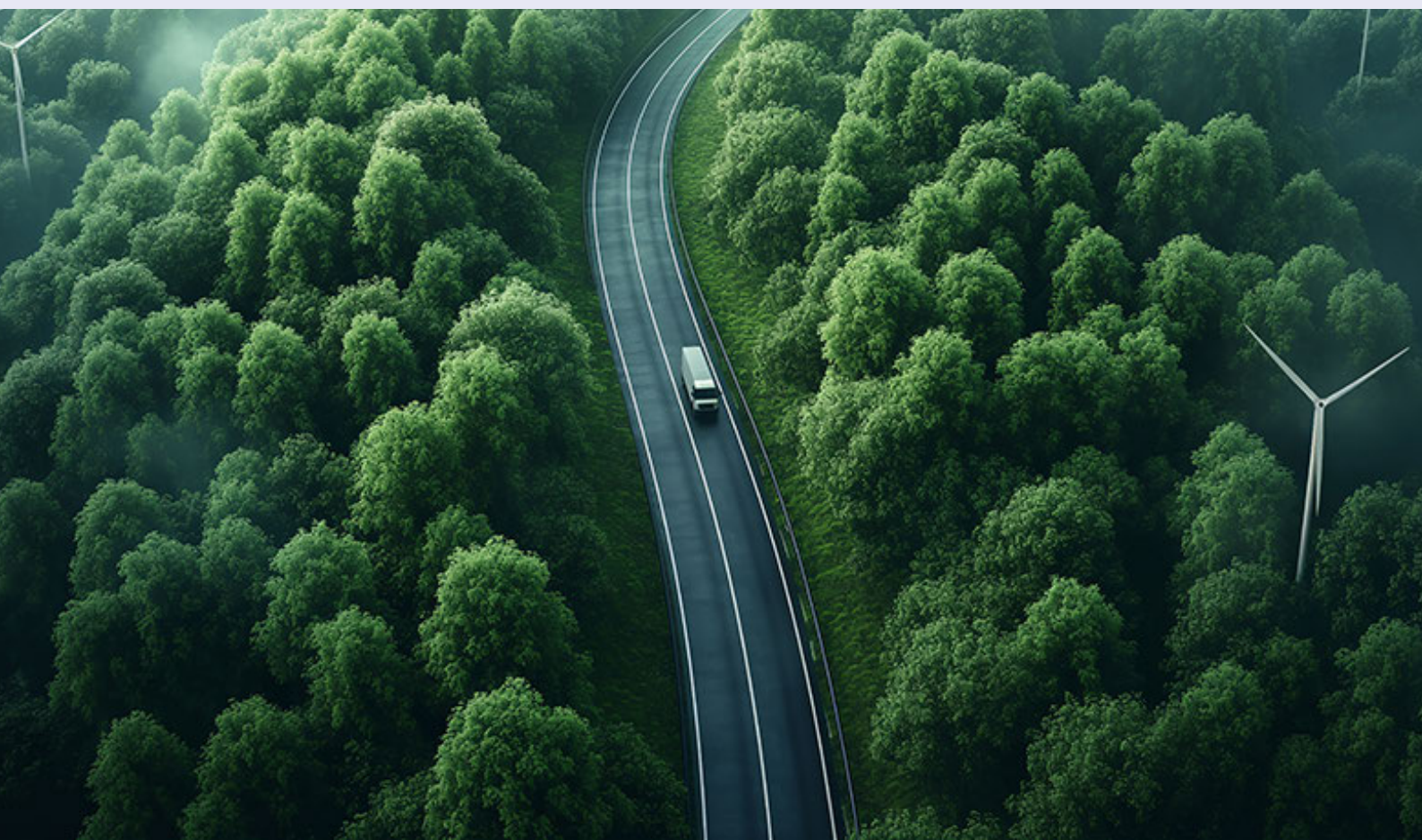
and 4°C scenarios (RCP 4.5 and RCP 8.5), analysed by experts from the International Panel on Climate Change (IPCC); and a transition scenario (Established Policy Scenario (STEPS)), and Announced Commitments Scenario (APS)) presented annually by the International Energy Agency in the World Energy Outlook (WEO). For the opportunities, the Company adopted an identification and evaluation methodology based on the STEPS scenario.

## Climate scenarios

- RCP 8.5 scenario ("Business as Usual" scenario): is the scenario of high emissions, consistent with a future without policy changes to reduce emissions and characterized by an increase in GHG emissions. In general terms, it corresponds to an unchanged or business as usual scenario.
- RCP 4.5 scenario (strong mitigation scenario): this is an intermediate emissions scenario, consistent with a future with relatively ambitious emission reductions and a slight increase in GHG emissions before starting to decline towards 2040. Despite these relatively ambitious emission reduction measures, it is very likely that the 2°C/1.5°C limit agreed in the Paris Agreement will be exceeded.

## Transition scenarios

- Established Policy Scenario (STEPS): We have considered only policies that have been formally adopted by governments or are derived from current trends already observed in social, business, technological or market domains. For example, the National Energy and Climate Plans.
- Announced Commitments (APS) scenario: We have found that all targets announced by governments are fully and on schedule, including their long-term energy access and net-zero targets.



## Management of climate change-related risks and opportunities

Logista’s risk management system includes climate change among its environmental risk, and no relevant environmental risks have been identified as of the date of this report, excluding the climatic risks detailed in the table below.

Climate change risks are prioritized according to the methodology described in the risk management section of the **corporate governance** chapter. For climate change risks, in general, a period of between 5 and 7 years is considered, since, for longer periods, there is greater uncertainty; although depending on the type of risk to be assessed, a longer period may be considered. The process of prioritization of climate-related risks follows the same phases as the company’s risk management process, although taking into consideration the casuistry and particularities of the TCFD recommendations.

For the evaluation of opportunities, a proprietary methodology has been developed, taking the risk

assessment as a reference and adapting it to assess the positive impacts on the company as a result of efforts to mitigate and adapt to climate change.

The criteria used to determine the impact of the opportunities are economic, reputational, strategic context and environmental improvement.

After examining the physical risks and climate-related transition risks, a total of 24 inherent physical risks and 16 inherent transition risks with a potential impact for Logista were identified. Following their assessment, 3 significant inherent risks have been identified (detailed in the table below) but no residual physical or transitional risks were found to be significant.

With respect to opportunities, 18 opportunities have been identified, 3 of which stand out for their highest significance value. The significance of an opportunity is defined by its positive impact and its ability to be implemented within the company.

Type of physical risk	Climate hazard category	Description of the potential impact of the physical climate risk hazard	Mitigant factors
Acute	Heavy rainfall (rain, hail, snow or ice)	Damage to assets (warehouses or vehicles in use)	Improved strength in the design of the warehouse roofs
Type of transition risk	Description of the transition risk	Description of the potential impact of the transition climate risk hazard	Mitigant factors
Current and emerging regulations	Increase in costs of GHG emissions for transport and increase of operational costs in transport business	Increase in carbon pricing and fuel in the supply chain which is passed on to the end consumer	Route optimization and fleet renewal through vehicles with more efficient technology and the use of more sustainable fuels
Technological	Cost of transitioning towards lower-emission technology	Higher cost of decarbonizing our fleet of vehicles by replacing them with electric substitutes, intermodal transport options and vehicles that run on biodiesel.	
Type of opportunity	Description of the Opportunity	Detail	
Resource efficiency	Use of more efficient modes of transport	Use of duo trailers to pare down costs and emissions	
Energy	Use of low-emission energy source	Reduction of costs and emissions by installing photovoltaic energy facilities	
		Use of biofuels for the company's transport operations	

## Metrics and targets

The main parameter for monitoring Logista's GHG emissions is the carbon footprint together with a relative indicator established in the Science Based Target initiative (SBTi) to which Logista is a member with an objective aligned with keeping the global average temperature below 2°C.

In addition to both parameters, other metrics have been considered that may be useful to relate to the impact of impacts associated with climate risks and opportunities, which are currently already monitored as part of the work associated with the calculation of the organization's carbon footprint.

### Current key performance indicators and targets for climate risk management

- Intensity indicator for emission reductions in line with the Science Based Target initiative criteria (base year 2013) of 30% of our emissions by 2030 and 54% by 2050. This is expected to be achieved with a year-on-year reduction rate of 2.1% and includes emissions from Scopes 1, 2 and 3. The detail of the calculation of the emission reduction target is detailed further ahead in the [emission reduction targets](#).

- In the 2024-2026 sustainability plan, the sustainable kilometres' target has been renewed and updated, which establishes the goal of reaching 90% of total kilometres travelled by low-emission vehicles, those vehicles with EURO 6, managed by Logista Freight, Logista Parcel, Nacex, El Mosca and Carbó Collbatallé. To calculate this objective, the kilometres travelled in 2023 are considered as a base, which reached 374,255,165 km travelled by the low-emission fleet, representing 82.2% of the total km travelled. In 2024, 84.2% (406,190,065 km) of the km were travelled by low-emission fleets (Euro 6).

Additionally, as decarbonization measures taken into consideration within the 2024-2026 sustainability plan, we have initiated the consumption of biofuels during 2024 with the target of increasing its use within the following two years.

- LEED/BREEAM certification for all new-build facilities is an internal requirement we have introduced voluntarily, meaning that all of our new-built facilities must be certified under the LEED/BREEAM sustainability standards.

GRI 3-3

## Resources for environmental risk prevention

Logista is insured, applying the precautionary principle, through a civil liability policy that covers claims for personal injury and damages accidentally caused by sudden or unexpected contaminating events.

The company applies the precautionary principle to avoid and not cause harm to people or the environment. Given the nature of our business operations, we do not have any environmental provisions or guarantees that could be significant in relation to the company's assets, its financial position or results.

During the 2024 fiscal year, as well as in 2023, Logista has not been subject to any significant fines or sanctions related to environmental matters.

The CAPEX, OPEX and resources that make up these values are related to the prevention of environmental risks. In terms of CAPEX, it includes acquisitions of handling equipment with greater efficiency in the consumption of resources, more efficient lighting and air conditioning technologies, infrastructures for more sustainable types of transport (electric vehicles, intermodal transport, etc.). And in terms of OPEX, it includes expenditure related to human resources dedicated to the environment, audits of environmental management systems, waste management and environmental controls. This amount includes amounts not included in [taxonomy](#) (Regulation (EU) 2020/852).

**People with varying % of time  
dedicated**

**127**

**116 in 2023.**

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**Economic resources (€):**

**€3,906,339**

**€4,581,473 in 2023.**





# Environmental management

## Carbon footprint

Logista calculates its carbon footprint and actively champions its reduction as part of its initiatives to minimise the environmental impact of its operations. We calculate the carbon footprint of our businesses and operations in the different countries where we operate. **This calculation includes the most relevant of our outsourced operations**, such as the emissions resulting from transport and franchise operations, as well as indirect operations such as the purchase of goods and services in the scope 3.

The calculation is based on the following recognised reporting standards: UNE-EN ISO 14064-01:2019, specifies principles and requirements at the organization level for quantification and reporting of greenhouse gas (GHG) emissions and removals, **Greenhouse Gas Protocol**, UNE-EN 16258:2013: methodology for calculation and declaration of energy consumption and GHG emissions of transport services (freight and passengers).

SGS verifies the carbon footprint calculation under the **UNE-EN ISO 14064-3** standard, confirming

the figures, reliability, and traceability of the process after the closing of the financial year.

The data of the companies acquired in 2023 (Transportes El Mosca, Carbó Collbatallé and Gamma Farmaceutici) have been verified by SGS under the UNE-EN ISO 14064-3 standard, along with the rest of Logista's businesses, once the 2023 financial year has ended in accordance with the established annual planning. BPS, company acquired in the 2024 financial year, will be verified in the next financial year.

**We continue optimising the method we use to calculate transport emissions**, individually calculating the emissions produced per each company-owned or subcontracted transport vehicle, considering the distance travelled and the specifications of each vehicle (age, type of motor, size, type of fuel used, etc).

**Logista Freight, Logista Parcel and Nacex** notify their clients, free of charge, of the carbon footprint of their deliveries and travel.

## Greenhouse gas emissions 2024<sup>1, 2, 3, 4</sup>

Direct GHG emissions from stationary, mobile and fugitive sources

**132,133** tonCO<sub>2</sub>e, **131,367** tonCO<sub>2</sub>e in 2023.

Indirect GHG emissions from imported energy (scope 2, market-based):

**267** tonCO<sub>2</sub>e, **895** tonCO<sub>2</sub>e in 2023.

Indirect GHG emissions from transportation, purchase and use of goods, and other sources (scope 3):

**396,116** tonCO<sub>2</sub>e, **335,851** tonCO<sub>2</sub>e in 2023.

<sup>1</sup> For the months in which actual data is not available due to the periodicity of the invoicing, the data has been calculated based on estimated forecasts and/or data from the previous year depending on the location.

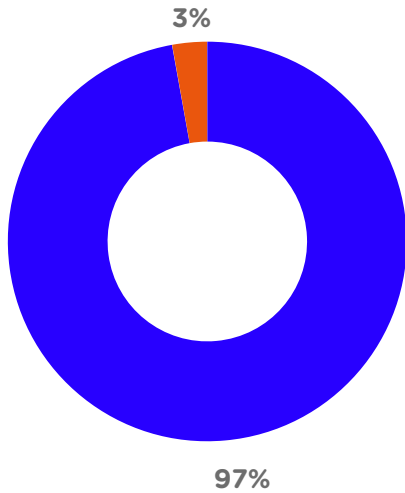
<sup>2</sup> The reason for the variation between the "2023" data reported in the EINF for fiscal year 2023 with respect to those reported in the EINF for fiscal year 2024 is due to the adjustment of the data estimated in the previous year, with the actual data obtained in 2024.

<sup>3</sup> These emissions include 127,752 ton CO<sub>2</sub>, 16 ton CH<sub>4</sub>, 1,682 ton N<sub>2</sub>O and 2,683 ton HFCs. In 2023 the split includes 127,072 ton CO<sub>2</sub>, 17 ton CH<sub>4</sub>, 1,667 ton N<sub>2</sub>O and 2,611 ton HFCs

<sup>4</sup> Further details on the categories of scope 3 emissions included and the emission factors used are provided in appendix I.

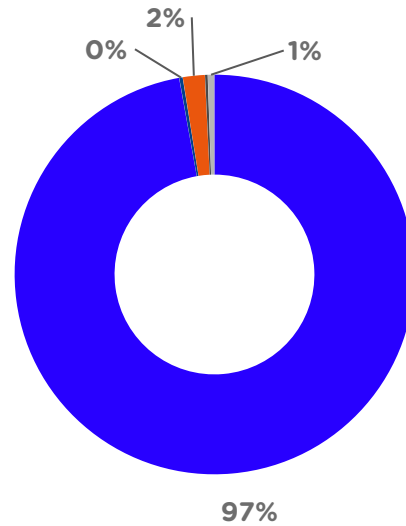
## Greenhouse gas emissions 2024

By activity



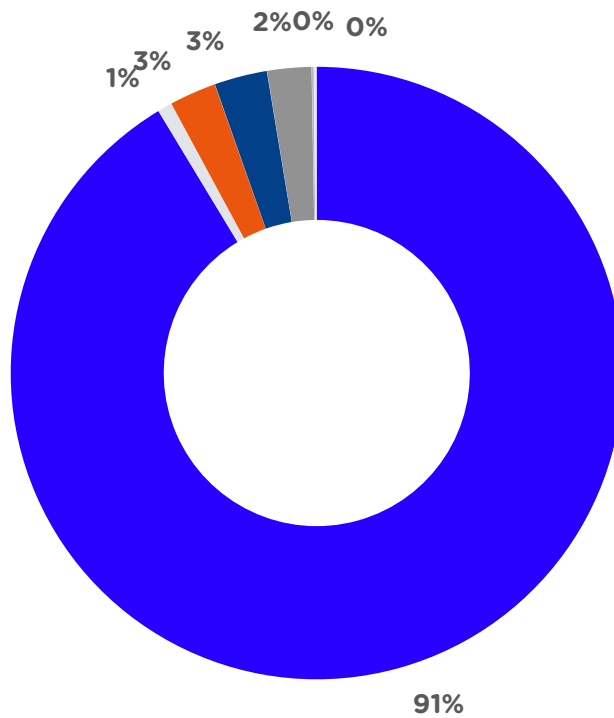
■ Transport ■ Warehouses

By origin



■ Transport ■ Energy ■ Sales  
■ Waste ■ Others

By country



■ Spain ■ Poland ■ Italy ■ Portugal ■ France ■ Netherlands ■ Belgium

## Measures adopted to reduce carbon emissions

We continually work to reduce emissions by optimising routes and renewing transport fleet agreements, including efficiency criteria, promoting a gradual increase in the number of more eco-friendly vehicles in the fleet and acquiring vehicles with greener credentials and promoting the use of biofuels.

In this regard, in 2024, we have seven electric trucks for the long-distance transport. In addition, Nacex has electric vehicles for the last mile distribution segment.

In particular, we set ourselves the target of increasing to 90% the distance travelled (km) by low-emission vehicles during the period 2024-206 (vehicles with Euro 6 motor managed by the main transport businesses of Logista; Logista Freight, Logista Parcel, Nacex, Transportes El Mosca y Carbó Collbatallé).

At Logista, the main source of our carbon footprint and a key component of our environmental strategy are **transport-based emissions**, which account for **97%** of Logista’s total emissions.

For this reason, we promote the fleet renewal towards more efficient and less contaminating vehicles, such as mega trucks or duo-trailers for long distances or electric vehicle for last mile distribution. We work in different lines of action such as promoting intermodal transportation through the combined use of rail corridors and road transport, having acquired specific adaptable semi-trailers through Logista Freight. Furthermore, there is a compromise within Logista to increase the consumption of biofuels in its transport businesses favouring the reduction of CO2e emissions. We have also launched initiatives to optimise transport routes, with which we hope to achieve significant reductions in the number of kilometres travelled in the next financial year.

In terms of energy consumption, we foster the use of renewable energy in all of Logista’s facilities.

Additionally, the measures taken to improve energy efficiency, and the use of renewable energy also help reduce greenhouse gas emissions.

## Emission reduction targets

We continue to monitor our emissions reduction indicator within the framework of the Science-Based Target (SBTi) initiative, to which Logista is a member with an objective aligned with keeping the global average temperature below 2°C degrees based on the GEVA methodology (Greenhouse Emissions per Unit of Added Value).

This indicator shows the overall performance of Logista’s emissions because it considers scope 1 (which includes transport activities with operational control), scope 2 (which includes imported energy) and scope 3 (which include all emissions related to transport activities without operational control: upstream and downstream emissions), as well as emissions from franchise transport.

We have considered **CDP recommendations** concerning year-on-year reduction and have set an annual emissions reduction target of 2.1% in relative terms. The result is an overall target that accounts for and includes 98% of all Logista’s emissions (considering scopes 1+2+3). To calculate the reduction in emissions, a relative ratio is used in accordance with the GEVA method, based on the value added and the kilometres travelled. The formula for this ratio is as follows:

### Emissions Reduction Index (“ERI”)

$$= \frac{\text{(Scope 1 +2 (market-based) + 3 (transport)) Mt CO2e}}{\text{M€\&Mkm}}$$

M€\&Mkm

Setting a target in relative terms is in line with the organic and inorganic growth strategy pursued by the company. The connection between total emissions in absolute terms (the numerator in this indicator) and the increase in the company's activity (denominator) is drawn using two variables, one financial and one operational. Bearing in mind that around 97% of Logista's emissions come from transportation processes, we have chosen the number of kilometres travelled as the operating variable. Under the methodology described, during the year 2024 a reduction of 8% was achieved, reaching an ERI of 0.83, compared to the year 2023 which registered an ERI of 0.90. The initial emission reduction index for the year 2013 was a total of 1.51. This figure includes the acquisitions made in 2023, recalculating accordingly 2023's figure.

### Measures adopted to improve energy efficiency

We are carrying out various action plans aimed at **reducing the amount of fuel** and energy used, such as optimising routes, upgrading fleets, optimization of existing infrastructure based on volumes, setting local targets and reduction initiatives at our main warehouses, implementing energy efficiency criteria in both new and existing sites, etc.

We regularly conduct **energy audits** of our principal processes and at our main warehouses to identify and prioritise actions to reduce consumption.

Other actions undertaken to reduce energy consumption include, among others:

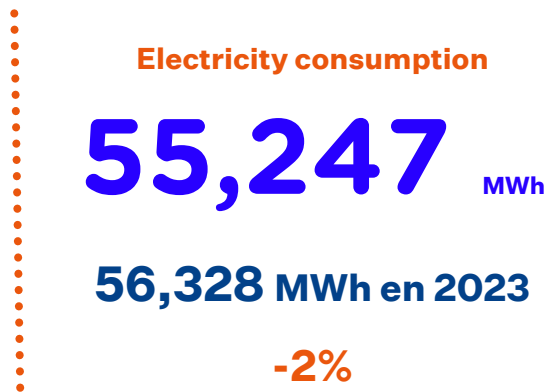
- **All of our newly built facilities are LEED/ BREEAM certified.** We have established a mandatory internal requirement that all new facilities are LEED/BREEAM certified, with a minimum efficiency classification of LEED silver or BREEAM Very Good.
- **The continuous implementation of corporate and local projects** (monitoring consumption, lighting replacements, improving insulation, updating equipment, etc.)

### GRI 302-1

## Renewable energy consumption

The warehouses in Spain, Italy, France and Portugal, and the main warehouses in Poland work on **renewable energy with guarantee of origin certification or with low carbon electricity.**

In 2024, our electricity consumption has decreased to 55,247 MWh<sup>11</sup>, with the purchase of renewable energy corresponding to 53,658 MWh. In 2023, we consumed 56,328 MWh<sup>12</sup>, of which 51,371 MWh corresponded to the purchase of renewable energy. This renewable energy consumption represents an estimated saving of 10,983 metric tons of CO<sub>2</sub>e compared to conventional energy consumption, taking into account the different emission factors by country.



**Logista is firmly committed to renewable energy.**

<sup>11</sup> For the months in which actual data is not available due to the periodicity of the invoicing, the data has been calculated based on estimated forecasts and/or data from the previous year depending on the location.  
<sup>12</sup> The reason for the variation between the "2023" data reported in the EINF for fiscal year 2023 with respect to those reported in the EINF for fiscal year 2024 is due to the adjustment of the data estimated in the previous year, with the actual data obtained in 2024



## Noise and light pollution

In relation to noise pollution, each of our facilities has been designed taking into account the **levels established by environmental regulations**. Light pollution is not significant, and as such we have made no specific arrangements for this aspect.

## Sustainable use of resources

We are fully aware of how important it is to use resources efficiently. As such, we compile and analyse information about water consumption, waste and about the materials<sup>13</sup> that are most relevant for Logista.

### Renewable material

**11,263,885 Kg**

**12,045,088 Kg in 2023**

**-6%**

### Non-renewable material

**501,838 Kg**

**610,760 Kg in 2023**

**-18%**

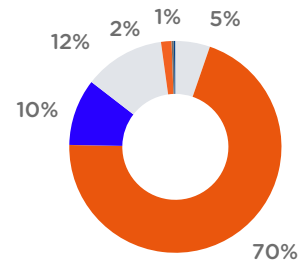
## Energy consumption

The main sources of energy consumption<sup>14</sup> in the company are electricity, natural gas and diesel.

### Total energy per country 2024 (Kwh):

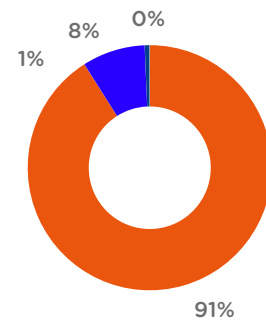
Total Energy by Country (Kwh)	2024	2023
Portugal	3,201,270	2,616,747
Spain	42,513,241	43,946,272
France	6,190,958	9,242,892
Italy	7,487,726	6,938,899
Poland	975,628	1,102,006
Netherlands	204,391	229,718
Belgium	137,700	N/A

Belgium integrates within Logista with the acquisition of BPS in 2024



### Energy consumption 2024 (Kwh):

Consumption	2024	2023
Electricity Consumption	55,246,728	56,328,379
Natural Gas	5,063,925	7,246,148
Diesel	389,714	502,007
Fuel oil	10,547	0



<sup>13</sup> The following categories are considered "Renewable Material": Pallets, paper, cardboard boxes and lids. The following categories are considered "Non-renewable material": Bags, wrapping film and air pad.

<sup>14</sup> The decrease in natural gas consumption in 2024 vs. 2023 is due to the replacement of natural gas for heat pumps run by electricity. Increase in fuel oil in 2024 is due to the punctual usage of generators.

GRI 303-5

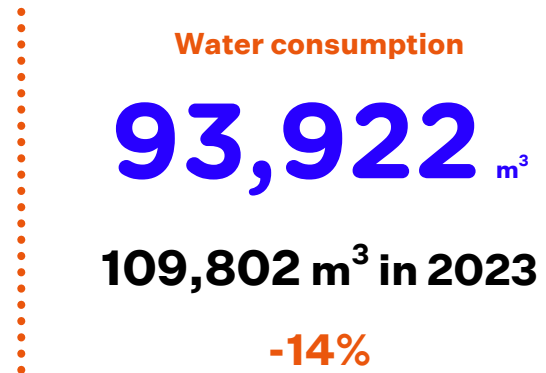
## Water consumption

Wastewater discharge is not considered a material topic at Logista given the Group’s operations produce sanitary wastewater that is discharged into municipal water systems.

The best practices introduced to reduce water consumption include the installation of water-saving devices, monitoring consumption, signage and campaigns to raise awareness and certification of all the Group’s newly built facilities under the LEED/ BREEAM efficiency standards.

In the 2024, financial year, water accounted<sup>15</sup> for 0.007% of Logista’s environmental impact, given the fact it is only used for sanitary purposes (0.009% en 2023<sup>16</sup>).

During 2024, 93,922 m<sup>3</sup> of the supply network was consumed. In 2023, water consumption from the supply network stood at 109,802 m<sup>3</sup> and was in line with the established local limits.



GRI 304-2

## Biodiversity protection

Logista's activity has no direct impact on protected areas, which is why it is included among our material aspects. The company is in the process of evaluating its potential dependencies, impacts, risks and opportunities by applying the methodology established by the TNFD (Task Force on Nature-related Financial Disclosures).

During the **2024**, financial year, as during the **2023**, financial year, **there has been no significant impact on biodiversity.**

## Measures to ensure sustainable mobility

Logista actively participates in the association of Renewable Fuels, Circular Economy and Sustainable Mobility (CRECEMOS), whose objective is to promote the circular economy and renewable fuels as an option that is already available and complementary to other alternatives to decarbonize all transport segments.

On the other hand, other measures implemented by Logista (flexible working hours, intensive working hours, teleworking) are in line with the need of cities regarding the redistribution of employee travel outside of peak traffic and congestion hours. Additionally, Logista provides electric charging points for vehicles in its main warehouses, promoting the use of electric and/or plug-in hybrid vehicles.

<sup>15</sup> For the months in which actual data is not available due to the periodicity of the invoicing, the data has been calculated based on estimated forecasts and/or data from the previous year depending on the location.

<sup>16</sup> The reason for the variation between the “2023” data reported in the EINF for fiscal year 2023 with respect to those reported in the EINF for fiscal year 2024 is due to the adjustment of the data estimated in the previous year, with the actual data obtained in 2024

GRI 301-1

### Consumption of raw materials

As for raw materials<sup>17,18,19</sup> consumed, the following are the main materials, and their quantities consumed:

Type of material (Tn)	2024	2023
Airpad film	29.30	126.20
Cardboard boxes and lids	7,923.48	9,108.22
Pallets	3,023.09	2,726.05
Paper	317.32	210.82
Single use plastic bags	15.26	11.86
Reusable bags	0.00	0.05
Wrapping film	457.27	471.81
Biodegradable bags	0.00	0.83

Material's origin (Kg)		
Material's origin (Kg)	2024	2023
Renewable material	11,263,885	12,045,088
Non-renewable material	501,838	610,760

GRI 306-2

### Efficiency measures to improve the use of raw materials

Some of the **efficiencies made to improve the use of raw materials** include the recovery of reusable cardboard boxes. The project was launched in Spain in 2012 and has been gradually rolled out to other areas and countries.

### Circular economy, waste prevention and management

We have reduced waste and emissions produced by our operations through the use and recovery of reusable cardboard boxes in the tobacco and related business line, via a system already implemented at Logista's centres in Spain, France, Italy and Portugal, and in its specialist express courier service for parcels and documents. Due to the nature of its operations, the main types of waste currently generated by the company are paper and cardboard, wood (pallets), municipal waste, plastics and oils, among others.

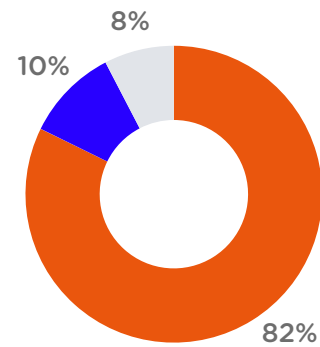


<sup>17</sup> For the months in which actual data is not available due to the periodicity of the invoicing, the data has been calculated based on estimated forecasts and/or data from the previous year depending on the location.  
<sup>18</sup> The reason for the variation between the "2023" data reported in the EINF for fiscal year 2023 with respect to those reported in the EINF for fiscal year 2024 is due to the adjustment of the data estimated in the previous year, with the actual data obtained in 2024.  
<sup>19</sup> The increase in the consumption of single-use pallets and plastic bags in 2024 is due to the increase in the volume of activity. The increase in paper consumption and decrease in airpad film is due to the replacement of airpad film with filler paper or corrugated cardboard. The decrease in the consumption of boxes and cardboard lids is a result of the box reuse project. The decrease in the consumption of biodegradable and reusable bags is due to the fact that we have stopped using this material.

## Circular economy and waste prevention and management

Within the framework of the ESG 2024-2026 plan, targets have been set to increase the reuse of boxes in Spain, Italy and France in the tobacco and related products businesses.

Continuous monitoring is carried out to evaluate compliance with internal objectives.

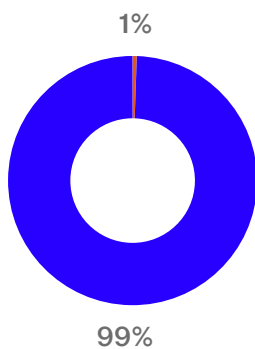


■ Recycling  
■ Energy recovery  
■ Landfill

### Generated waste

As for the waste generated<sup>20</sup>, we classify it below according to its hazardous nature and final destination:

Hazard classification (Kg)		
Classification	2024	2023
Hazardous	90,755	106,862
Non-hazardous	16,574,691	16,683,881



■ Hazardous  
■ Non-hazardous

Classification by end use (Kg)		
Classification	2024	2023
Recycling	13,709,124	13,852,343
Landfill	1,687,966	1,932,206
Energy recovery	1,268,357	1,006,194

The implementation of a logistics process in tobacco businesses for the recycling of new generation products has begun, with a target of reaching **33,800 points of sale involved in the recycling initiative by 2026.**



<sup>20</sup> The decrease in waste generation in landfill and hazardous waste treatment is due to changes in the evolution of the activity. The increase in waste generation in energy recovery treatment is due to a change in the characterization of the waste by the manager.

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