Greenhouse gas emissions inventory 2024

Presentation of Results

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Executive Summary

Greenhouse gas emissions (GHG) inventory is a tool that aims to increase company transparency and control on its impacts on climate change, from the accounting and dissemination of GHG emissions resulting from their activities. Inventory should be used as a basis for carbon management of a company, on which actions related to opportunities to reduce emissions and process improvements will be supported.

B3 estimates its GHG emisions since 2009, and from 2010 the data began to be verified by a third party, and the company began to include the document in the public record of emissions of the Brazilian program GHG Protocol.

In 2025, Accenture supported B3 in the preparation of its inventory based on the 2024 data. The results of this inventory are presented in this report and will serve as a basis for supporting the management of the theme in B3 and directing its initiatives. In addition, from the point of view of reduction and impact mitigation, the company also pledged to reduce, by 2030, 100% of scope 2 emissions based on 2021 emissions.

In 2024 B3's Location-based absolute emissions totaled 3,836.23 tCO2e and B3's Market-based absolute Emissions totaled 1,933.20 tCO2e. in 2024, totaling, considering The Market-Based emission decreased 27.84% [1] compared to the previous year. Of this total, 274.55 tCO2e were from Scope 1; 1,942.99 tCO2e from Scope 2 Location-based approach; 39.96 tCO2e from Scope 2 Market-Based approach; and 1,618.69 tCO2e from Scope 3. For the base-year of 2024, the reference for calculations of compensation and reduction actions is the Market-based approach (purchase choice approach, as categorized above).

Scope 1 emissions showed a decrease compared to 2023, as a result of a lower amount of refrigerant gases replaced in the HVAC system (heating, ventilation and air conditioning). Emissions of scope 2 Location-based approach had an increase of 46.55% of emissions due to an increase in network energy and increased emission factor of the Brazilian energy network. Scope 2 Approach-based emissions had a reduction due to the migration to the free energy market where renewable energy was acquired. Scope 3, indirect emissions, had a decrease of 3.63% when compared to the previous year. This amount is mainly linked to B3's improved research which considered the most realistic modal of transport, such as the subway near the buildings, instead of gasoline cars, resulting in a more accurate emission scenario.

[1] Considering emissions with the "Market-Based) approach to the year 2024.

Methodologies

The main references that were used as the basis for the calculations and the allocation of greenhouse gases are:

- ISO 14064-1 (specifications for organizations);
- 2019 IPCC Guidelines for National Greenhouse Gas Inventories (Intergovernmental Panel on Climate Change);
- 2006 IPCC Guidelines for National Greenhouse Gas Inventories (Intergovernmental Panel on Climate Change);
- Specifications of the Brazilian program GHG Protocol - Accounting, Quantification and Publication of Inventories
- Greenhouse gas emissions corporate;
- Fifth Assessment Report or AR5 (IPCC) evaluation report
- Calculation tool for the Brazilian program GHG Protocol Version 2025.0.1

Inventory Boundaries

To determine the organizational boundaries of its inventory, the company must opt for one of the approaches presented by GHG Protocol: shareholding or control (operational or financial).

B3 opted for the operational control approach, in which the company is responsible for the emissions of sources and activities on which it has control. Therefore, if B3 has interference with a particular source of emission and can implement its operational measures in a deliberate manner, such a source is considered as an integral part of the company's organizational limit.

The present inventory included all companies in which B3 has operational control. Therefore, the following groups were included:

- B3 S.A - Holding
- Banco B3 S.A.
- B3 S.A. – Brasil, Bolsa Balcão UK Ltda..
- BM&FBOVESPA BRV LLC
- CETIP Info Tecnologia S.A.
- CETIP Lux S.à.r.l
- Portal de Documentos S.A. - PD TEC
- BLK Sistemas Financeiros Ltda.
- Central de Exposição a Derivativos (CED)
- B3 S.A. USA Chicago LLC
- NEOWAY TECNOLOGIA INTEGRADA ASSESSORIA E NEGOCIOS S.A.
- TOMEA S.A.
- B3 DIGITAL ASSETS SERVICOS DIGITAIS LTDA.
- B3 IP HOLDING LTDA.
- B3 Instituição de Pagamentos Ltda.
- B3 S.A. Shanghai Representative Office
- B3 S.A. Singapore Representative Office
- BSM Supervisão de Mercados
- Associação Bovespa
- Associação BM&F
- Associação Profissionalizante
- BM&FBOVESPA
- B3 Social
- Associação B3 Educação e Cultura (MUB3)
- Neurotech Tecnologia da Informação Ltda.

Inventory Boundaries

- The companies listed below are part of the B3 control, however they do not have their own office or employees linked to their structure, so, for these cases, the emission was considered as zero, given that all emissions linked to the operations of these units are accounted for in the other existing B3 offices:
    - B3 Inova USA LLC (“B3 Inova”)
    - BM&FBOVESPA BRV LLC (“BRV”)
    - Cetip Lux S.à.r.l. (“Cetip Lux”)
    - TOMEA S.A.
    - B3 IP HOLDING LTDA.
    - B3 Instituição de Pagamentos Ltda.
- In 2024, all international units, Chicago, London, Shangai and Singapore, operated in person, being their emissions mapped in this inventory.

Inventory Boundaries

The concept of scope, introduced by the GHG Protocol, aims to assist companies to establish the operational boundareis to be accounted for. The three scopes are defined as follows:

Scope 1

- **Direct GHG emissions - responsibility and controlled by the company.**

Scope 2

- **Indirect GHG emissions - arising from the generation of purchased electricity or steam.**
  - *Location-based*[1]
  - *Market-based*[2]

Scope 3

- **Other indirect GHG emissions and emissions in the company's value chain that are not controlled by B3.**

[1]**Location-based:** Quantifies Scope GHG emissions using the average of the emission factor of all the electricity generation emissions in a given electrical system (grid).

[2]**Market-based:** Quantifies Scope GHG emissions using the specific emission factor associated with each source of electricity generation that the inventory organization chose to acquire.

Inventory Boundaries

Considering the guidelines of the Brazilian program GHG Protocol and B3 activities, the following sources of emission were identified and included in this inventory:

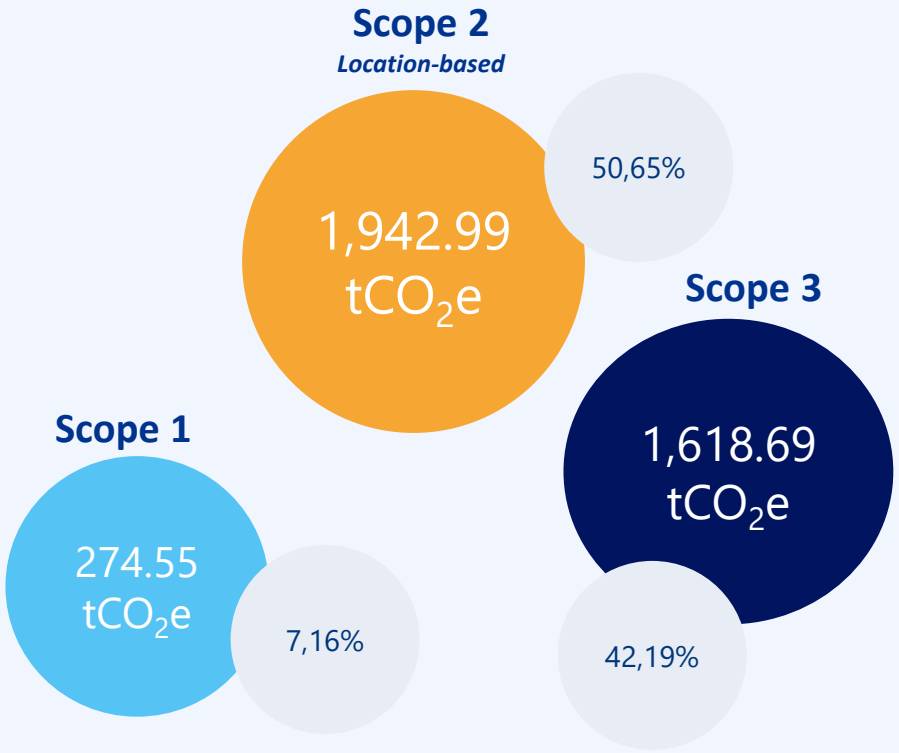
B3 emission sources		
Scope 1	Stationary Sources of Combustion	Use of fossil fuels for power generation and food preparation.
	Mobile Combustion Sources	Fuel consumption in vehicles operated by the company.
	Fugitive emissions	Exhaust of soda gases during equipment recharge and use of extinguishers.
Scope 2	Energy acquisition	Emissions of electricity generation purchased from the power grid and the use of fossil fuels for power generation.
Scope 3	Category 4 – Upstream transportation and distribution	Fuel consumption in vehicles operated by third parties for document transportation (motorcycle deliveries).
	Category 5 - Waste generated in operations	Treatment of waste managed by third parties.
	Category 6 - Business Travel	Air trips for employees and taxi transport.
	Category 7- Employee commuting	House Displacement - Employee Work (Commuting)

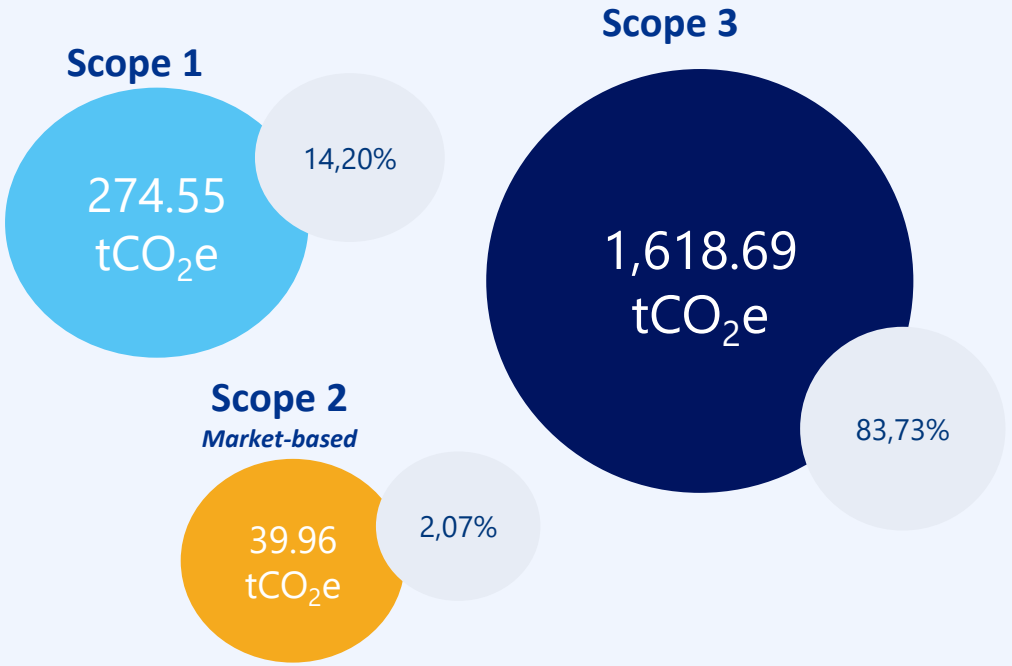
Results

This chapter presents the results of B3 year's GHG Inventory, which was developed based on the information collected internally and the methodologies and assumptions presented in this report.

Results: Absolute emissions

B3's absolute emissions in 2024 totaled **3,836.23 tCO_2e** considering scope 2 with a location-based approach and **1,933.20 tCO_2e** considering scope 2 with a market-based approach[1].



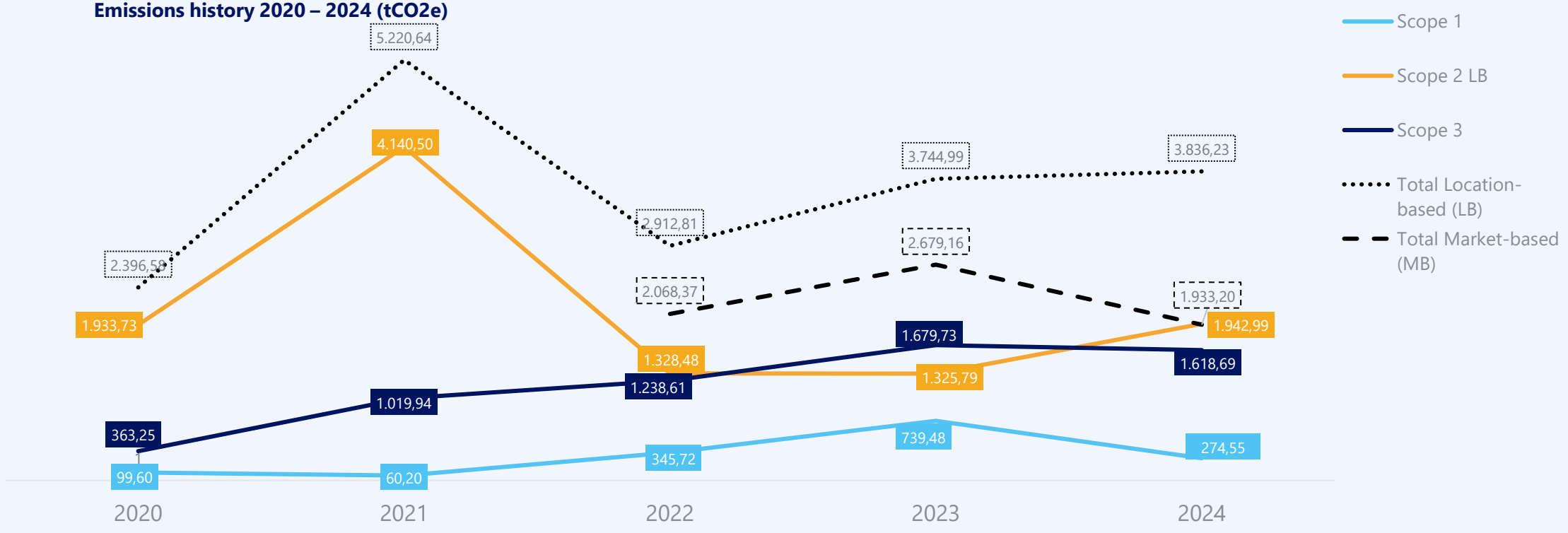


[1]Note: For emissions offsetting purposes, the company considers the market-based approach.

Results: Absolute emissions

Aligned with other organizations within the financial and services sector, B3's direct emissions are less significant compared to indirect emissions. In 2024, the total emissions, when considering the location-based approach for B3's scope 2, showed an increase of 2.44%. On the other hand, when considering the market-based approach, there was a reduction of 27.84%

Emissions history 2020 – 2024 (tCO2e)

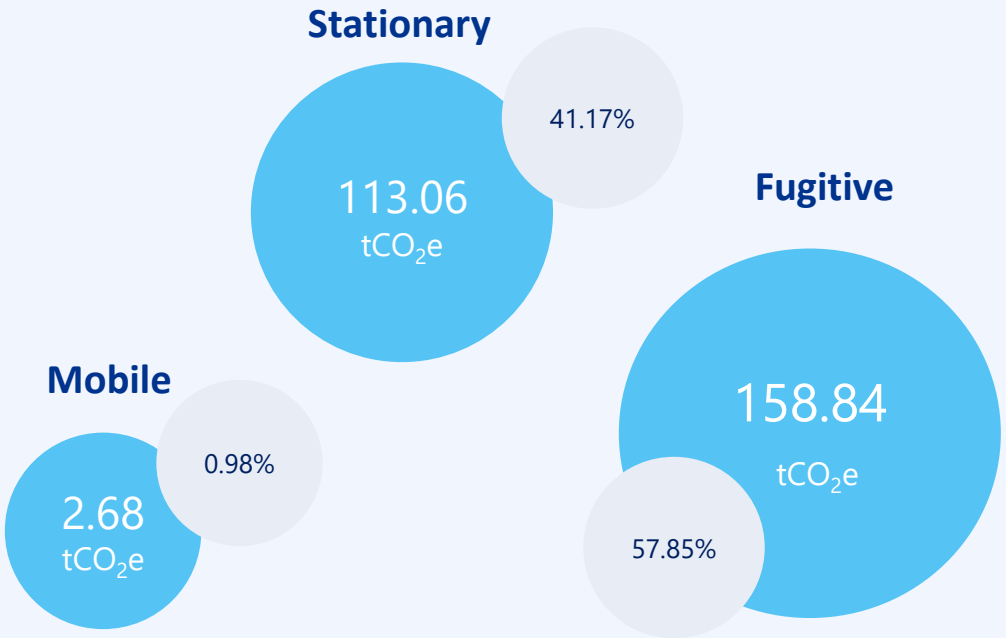


Total	**2,396.58 tCO2e**	**5,220.64 tCO_2e**	**2,912.81 tCO_2e – LB 2,068.37 tCO_2e – MB**	**3,744.99 tCO_2e – LB 2,679.16 tCO_2e – MB**	**3,836.23 tCO_2e – LB 1,933.20 tCO_2e – MB**

Results: Scope 1

Among the sources of scope 1 emissions in 2024, the most significant was related to fugitive emissions, resulting from the replacement of refrigerant gases in the HVAC (heating, ventilation and air conditioning) system and fire extinguishers.

When comparing the amount of carbon dioxide from fire extinguishers and other refrigerant gases present in the HVAC system, the amount of carbon dioxide in tons is greater. However, despite the low tonnage of refrigerant gases (approximately 0.08 tons), their warming potential is high. Therefore, when converted to CO2e, their emissions become significant within the company's context.



Results: Scope 1

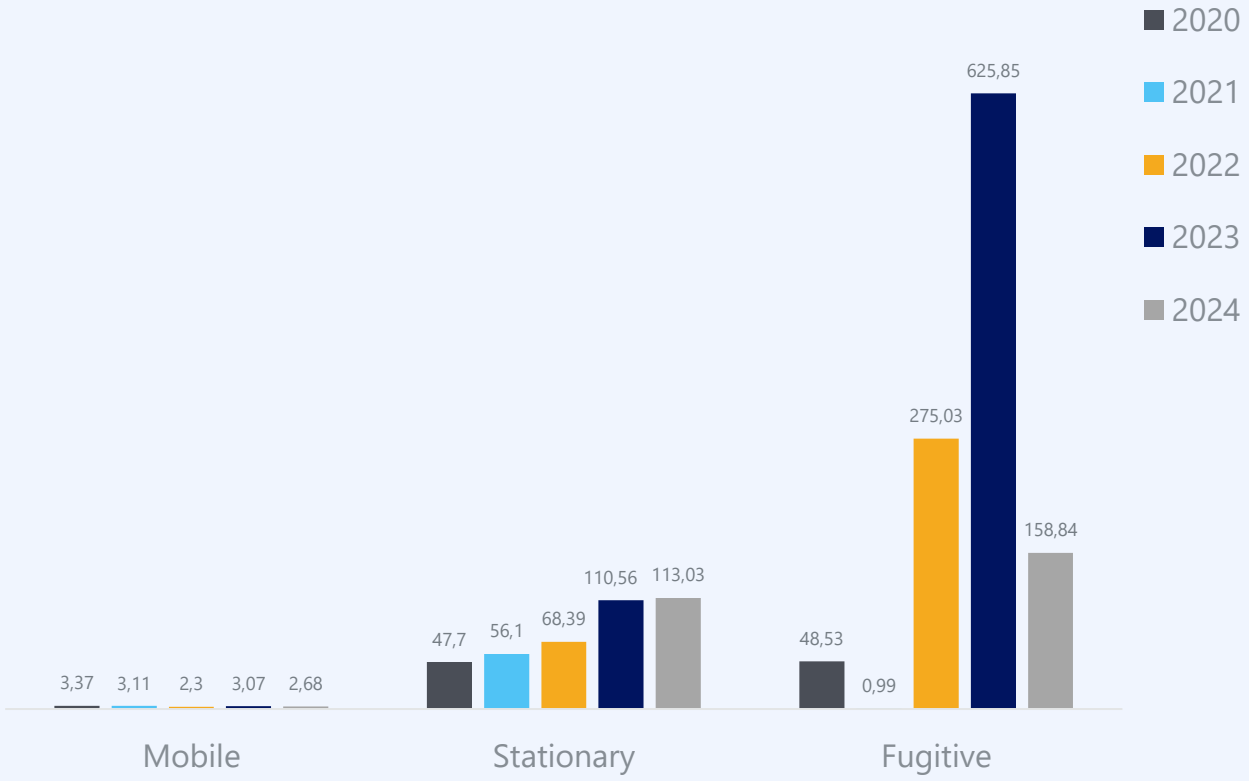
As can be observed on the graph aside, the most significant emission, representing 57.85% of scope 1 emissions in 2024, was fugitive emissions.

Despite their relevance, there was a reduction of 74.61% in these emissions compared to 2023. These emissions vary over the years as they are directly linked to the frequency of equipment use and the timing of gas refills in extinguishers.

Stationary source emissions account for 41.17% of the total scope 1 emissions, while mobile source emissions represent 0.98% of the total scope.

Thus, as mentioned earlier and in a consolidated manner, in 2024, a reduction of 62.88% in B3's scope 1 emissions was recorded.

Historical Scope 1 Emissions 2020 – 2024 (tCO2e)



Results: Scope 1

Mobile Combustion

Scope 1 mobile combustion emissions are related to the use of the company's operational control vehicles. In 2024, diesel consumption was 329.10 liters, resulting in emissions of 0.75 tCO2e, representing a decrease of 17.58% compared to 2023, when consumption was 389.39 liters and emissions were 0.91 tCO2e.

Similarly, gasoline consumption in 2024 was 1,147.32 liters, with emissions of 1.93 tCO2e, marking a reduction of 13.84% compared to 2023, when consumption was 1,328.63 liters and emissions were 2.24 tCO2e. This reduction in emissions in 2024 reflects B3's ongoing effort to optimize fuel use in its own fleet.

Emission source	Activity	Fuel	2023		2024		2023 *vs.* 2024 (tCO_2e)
			Consumption (liters)	tCO_2e	Consumption (liters)	tCO_2e	
Mobile	Own fleet	Diesel	389.39	0.91	329.10	0.75	-17.58%
Mobile	Own fleet	Gasoline	1,328.63	2.24	1,147.32	1.93	-13.84%

Results: Scope 1

Stationary Combustion

Emissions from stationary source combustion result from the burning of fuel (diesel oil) by generators and the use of natural gas in restaurants, kitchens, and heaters. It is important to note that only B3-owned generators were considered in this scope. Any energy consumption from third-party generators is allocated to scope 2, according to the guidelines of the Brazilian GHG Protocol Program.

Diesel oil consumption in 2024 was 41,360.00 liters, resulting in emissions of 94.58 tCO_2e, representing an increase of 12.96% compared to 2023, when emissions were 83.73 tCO_2e. This increase occurred due to two important scenarios: unscheduled power outages from the grid and continuous expansion of the Data Center.

On the other hand, natural gas consumption in 2024 was 8,898.49 liters, with emissions of 18.45 tCO_2e, marking a reduction of 31.11% compared to 2023, when emissions were 26.78 tCO_2e. This decrease reflects more efficient use of natural gas in restaurants, kitchens, and heaters throughout 2024.

Emission source	Activity	Fuel	2023		2024		2023 *vs.* 2024 (tCO_2e)
			Consumption (liters)	tCO_2e	Consumption (liters)	tCO_2e	
Stationary	Generator	Diesel	-	83.73	41,360.00	94.58	12.96%
Stationary	Restaurants, kitchens and heaters	Natural gas	-	26.78	8,898.49	18.45	-31.11%

Results: Scope 1

Fugitive Sources

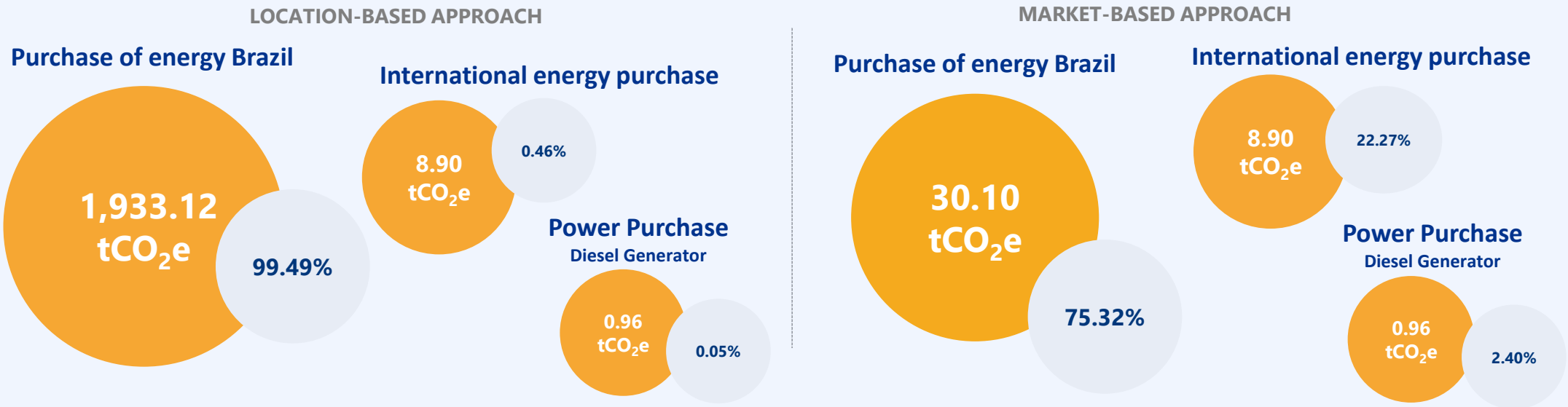
Fugitive emissions in 2024 showed significant changes compared to 2023, reflecting a continuous effort to optimize the use of refrigerant gases. In 2024, the consumption of R410A gas was reduced from 0.20 tons in 2023 to 0.08 tons, resulting in a decrease in emissions from 387.59 tCO2e to 157.73 tCO2e. This reduction highlights an important advancement in the management of fugitive emissions. Additionally, in 2024, there was no consumption of R407C gas, which significantly contributed to fugitive emissions in 2023.

The absence of consumption of R407C, R404A, and HFC-134A in 2024 contributed to the overall decrease in emissions in this category. CO2 emissions from extinguishers remained practically constant, with a consumption of 1.11 tons in 2024, slightly lower than the 1.13 tons in 2023, resulting in emissions of 1.11 tCO2e. This stability, along with the reduction in the use of high warming potential gases, reflects B3's commitment to managing its fugitive emissions more effectively in 2024.

Emission source	Activity	2023		2024		2023 *vs.* 2024 (tCO_2e)
		Gases (t)	tCO_2e	Gases (t)	tCO_2e	
Fugitive	Fire extinguishers – CO2	1.13	1.13	1.11	1.11	- 1.77 %
Fugitive	Air conditioning– R407C	0.15	237.13	--	--	
Fugitive	Air conditioning– R404A	--	--	--	--	
Fugitive	Air conditioning– R410A	0.20	387.59	0.08	157.73	- 59.30 %
Fugitive	Air conditioning – HCF-134a	--	--	--	--	

Results: Scope 2

In 2024, B3 S.A and its subsidiaries continued to consume electricity from the Brazilian grid, maintaining consistency with the company's geographical structure. Most operations and, consequently, scope 2 emissions are concentrated in Brazil, where about 99.49% of emissions are associated with the purchase of electricity. This pattern reflects the location of B3's largest office cluster in the country. International scope 2 emissions in 2024, which include offices in Chicago, London, Shanghai, and Singapore, represented only 0.46% of the total emissions in this scope. Due to the absence of individualized electricity meters for the rooms occupied by these offices, emissions were estimated based on the annual energy consumption per employee in B3's Brazilian offices. In addition to energy purchases, scope 2 also considers the use of generators for energy generation that are not owned by the company, although their contribution to emissions is minimal. In 2024, the purchase of energy from diesel generators represented 0.05% of scope 2 emissions. Generators owned by B3 continue to be classified as 'stationary combustion' within scope 1.



Results: Scope 2

In 2024, emissions related to energy purchases by B3 S.A and its subsidiaries continued to be calculated based on specific emission factors that reflect the energy matrix of each country. Although Brazil is responsible for the majority of emissions due to the number of units and absolute energy consumption, its emission factor (tCO2e/MWh) is significantly lower compared to international units, thanks to its predominantly renewable matrix. In Brazil, the emission factor is only 0.05 tCO2e/MWh for a consumption of 35,293.51 MWh, highlighting the efficiency and sustainability of the national energy matrix. In contrast, international units have higher emission factors. In London, the factor is 0.20 tCO2e/MWh for a consumption of 7.84 MWh; in the USA, it is 0.47 tCO2e/MWh for the same consumption; in Shanghai, the factor is 0.48 tCO2e/MWh for 3.92 MWh; and in Singapore, it is 0.41 tCO2e/MWh for 3.92 MWh. These differences in emission factors reflect the diversity of energy matrices in the countries where B3 operates, with Brazil standing out for its lower carbon intensity due to the predominant use of renewable sources.

Emission factors	tCO_2e/MWh	MWh – 2024
International Power Purchase - London	0.20	7.84
International Power Purchase - USA	0.47	7.84
International Power Purchase - Shanghai	0.48	3.92
International Power Purchase – Singapore	0.41	3.92
Purchase of energy Brazil	0.05	35,293.51

In 2024, the national grid emission factor showed a slight increase compared to 2023, reflecting variations in the availability of renewable energy throughout the year. Energy consumption in Brazil increased to 35,293.51 MWh, with an emission factor of 0.05 tCO2e/MWh. This increase in the emission factor, compared to the value of 0.04 tCO2e/MWh recorded in 2023, underscores the ongoing importance of expanding and integrating renewable sources into the national energy matrix to maintain the efficiency and sustainability of emissions.

	Energy consumption in Brazil (MWh)	Emission factor (annual average tCO2/MWh)
2023	33,993.22	0.04
2024	35,293.51	0.05
Variation	**4%**	**25%**

Results: Scope 2

In 2024, scope 2 emissions based on the location-based approach increased by 46.55% compared to 2023, due to the growth in Brazilian energy consumption to 1,933.12 tCO2e. Despite this, emissions from generators in Brazil fell by 58.44%, reflecting an optimization in generator usage.

On the other hand, emissions based on the market-based approach decreased by 84.63%, reaching 39.96 tCO2e, thanks to the migration to the free energy market and the acquisition of renewable energy. Emissions from international offices remained stable at 8.90 tCO2e.

	Emissions 2023 (t CO_2e)	Emissions 2024 (t CO_2e)	2023 vs. 2024 (tCO_2e)
International offices	8.90	8.90	0.00%
Generator - Brazil	2.31	0.96	-58.44%
Brazilian energy (location-based)	1,314.59	1,933.12	47.05%
Brazilian energy (*market-based*)	248.74	30.10	-87.90%
Scope 2 total – *location-based*	1,325.79	1,942.99	46.55%
Scope 2 total – *market-based*	259.95	39.96	-84.63%

Results: Scope 3

Scope 3[1] emissions refer to indirect emissions related to B3's activities. Four categories of emission sources were considered for reporting, which are applicable and reportable by B3.

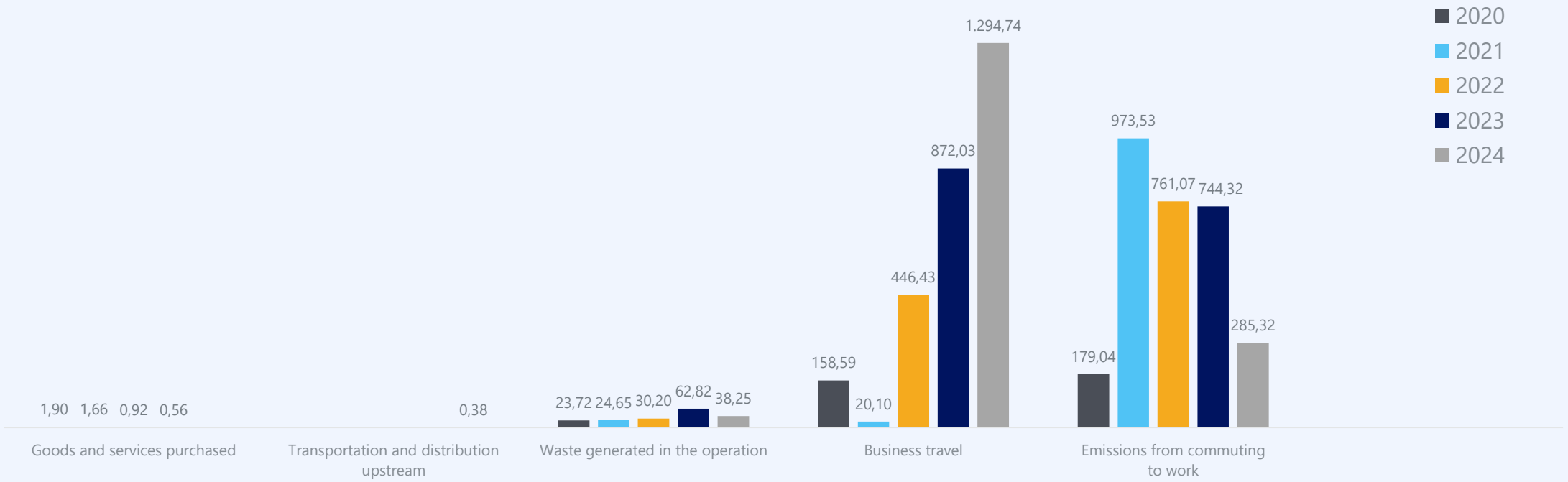
Category 4[2]	**Upstream transportation and distribution**	**0.38 tCO_2e (0.02%)**
Category 5	**Waste generated in operations**	**38.25 tCO_2e (2.36%)**
Category 6	**Business travel**	**1,294.74 tCO_2e (79.99%)**
Category 7	**Emissions from commuting to work**	**285.32 tCO_2e (17.63%)**

[1]Scope 3 categories were considered as defined by the Brazilian GHG Protocol Program.

[2]For this cycle of B3's GHG emissions inventory, the goods and services category was replaced by upstream transportation and distribution, as this accurately reflects the reality of the activity. GHG emissions from motorcycle courier services are recorded in the transportation category.

Results: Scope 3

Historical Scope 3 Emissions 2020 – 2024 (tCO2e)



In the 2024 report, the emissions report for motorcycle courier transportation was changed from the Purchased Goods and Services reporting category to the Upstream Transportation and Distribution category.

Results: Scope 3

Category 4 – Upstream transportation and distribution

This category includes emissions related to document transportation services by motorcycle courier. For the 2024 cycle of B3's GHG emissions inventory, the goods and services category was replaced by upstream transportation and distribution, as this accurately reflects the reality of the activity. GHG emissions from the motorcycle courier service totaled 0.38 tCO2e.

Category 5 - Waste generated in operations

Category 5 presents emissions linked to the final disposal of waste generated by B3's operations. Emissions resulting from effluent treatment are only from a part of B3's operations, which are located in a third-party building that has its own treatment plant.

As of July/24, B3 reached the "zero landfill" goal, meaning that all waste generated began to be sent to alternative processes to landfill, such as recycling, composting or incineration, thus eliminating the need to send waste to landfills.

Destination	2023 (tCO_2e)	2024 (tCO_2e)
Landfill	62.61	35.36
Incineration	--	0.90
Effluent treatment	0.21	1.99

Results: Scope 3

Category 6 - Business travel

In 2024, Category 6, relating to business travel, continued to be a significant source of emissions in B3's scope 3. Total emissions increased, with emphasis on air travel, which rose 49.87%, totaling 1,257.18 tCO2e.

Car journeys also saw a 13.20% increase in emissions, reaching 37.56 tCO2e.

Business travel	2023 (tCO_2e)	2024 (tCO_2e)	Variation (tCO_2e)
Car travel	33.18	37.56	13.20%
Air travel	838.82	1,257.18	49.87%

Type of trip	2023 (km)	2024 (km)	Variation (km)
Long trips	2,952,096	7,521,158.67	154.77%
Air travel*	--	685,630.00	-
Short trips	778,113	31,843.94	-95.91%
Medium trips	2,353,370	-	-
Total	**6,083,579**	**8,238,632.61**	**35.42%**

*Neoway and Neurotech controlled units

Results: Scope 3

Category 7 – Emissions from commuting to work

In 2024, emissions related to employee commuting continued to be a significant source of scope 3 emissions for B3. The category presented a total emission of 285.32 tCO2e. Emissions resulting from the internal survey, which had 39% valid responses, accounted for 40.65% of the total emissions, totaling 115.97 tCO2e. Within this emission, the most representative modes were cars, with 26.52%, and buses, with 63.71%. For the 61% of employees who did not respond to the survey, data were extrapolated, resulting in 169.35 tCO2e, representing 59.35% of the total emissions in the category. This extrapolation method considered the average emission per responding employee, multiplied by the number of non-respondents, ensuring a comprehensive estimate of commuting emissions.

	Emissions (tCO_2e)	%
Car[1]	30.76	26.52%
Metro Rail	7.53	6.49%
Motorcycle	2.98	2.57%
Bus	73.89	63.71%
Electric modes[2]	0.81	0.70%
Emissions resulting from research	115.97	40.65%
Emissions from extrapolation of results	169.35	59.35%
Total Emissions	285.32	100%

[1] In the "Car" category, the use of private cars, taxis and transportation apps was considered.
[2] In the "Electric" category, emissions from electric cars and buses were considered.

Results: Biogenic emissions

Emissions resulting from the combustion of biofuels have specific characteristics, which is why they were treated differently from those of fossil fuels. The renewable portion of fuels results in biogenic CO_2 emissions. This premise is adopted because the CO_2 released in the combustion of biomass is considered equal to the CO_2 removed from the atmosphere during the photosynthesis process. Thus, it is possible to classify it as a biogenic emission, as it is returning to the carbon cycle. However, CH_4 and N_2O emissions cannot be considered biogenic, since these gases are not absorbed from the atmosphere during the photosynthesis process. In this case, CH_4 and N_2O emissions were converted to CO_2e and included in scopes 1, 2, and 3, respectively, according to their sources.

In Brazil, all commercialized diesel contains a fraction of biodiesel (Law No. 11,097, of 01/13/2005), and all Brazilian gasoline also contains a legally mandated fraction of anhydrous ethanol, which may vary. Therefore, to account for diesel and gasoline consumption, it was necessary to separate the fossil fraction from the renewable fraction. In 2024, gasoline and diesel oil produced in Brazil contained, on average, 27% anhydrous ethanol and 13.7% biodiesel, respectively. Therefore, GHG emissions corresponding to these proportions of biomass fuels were reported separately from the company's total emissions.

Results: Biogenic emissions

The table below presents emissions classified as “biogenic” in scopes 1, 2, and 3, resulting from the combustion of biomass fuels in B3’s operations in 2024.

Scope	Emission source	Biogenic emissions (tCO2e)
Scope 1	Stationary sources	13.88
	Mobile sources	0.58
Scope 2	Acquisition of electrical energy (generator)	0.14
Scope 3	Category 4: Upstream transportation and distribution	0.09
	Category 5: Waste generated in operations	20.32
	Category 6 - Business travel	9.04
	Category 7 – Emissions from commuting to work	93.98

GHG emissions performance

This chapter presents five indicators to evaluate B3's GHG emissions performance for 2024.

- Emission intensity by headcount;
- Intensity of direct emissions from electricity consumption;
- Emission intensity based on gross revenue;
- Emission intensity per traded volume:
    - By volume traded – Bovespa Segment
    - By the daily average number of contracts – BM&F Segment

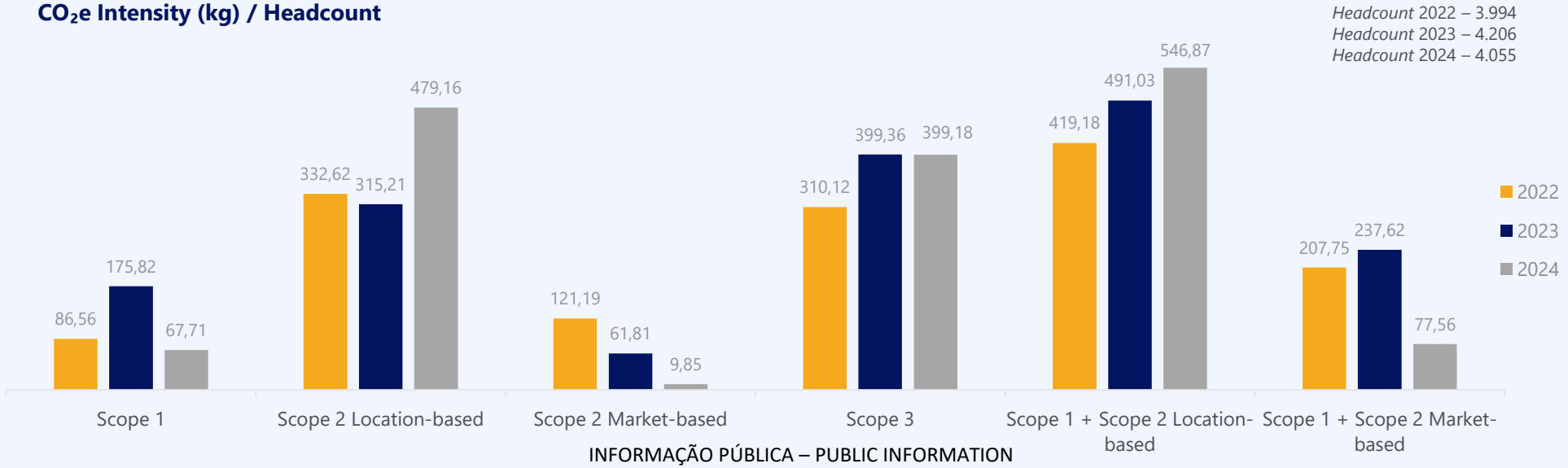
Performance

Performance - CO_2e Intensity / Headcount

Emission intensity by headcount is calculated by dividing the inventory emissions by the number of employees of all companies that make up B3's emissions inventory. Additionally, the company's direct emissions rate (sum of scope 1 and scope 2) is calculated per employee, indicating its per capita emissions. Maintaining low emissions rates, despite increased operations—often reflected in headcount growth—demonstrates effective carbon management.

In 2024, B3 recorded a reduction in scope 1 emission intensity to 67.71 kg CO_2e/headcount, compared to 175.82 kg CO_2e/headcount in 2023. In scope 2, the location-based approach showed an increase in intensity to 479.16 kg CO2e/headcount, while the market-based approach showed a significant reduction to 9.85 kg CO2e/headcount. Scope 3 intensity decreased to 399.18 kg CO2e/headcount. The sum of scope 1 and scope 2 location-based intensities increased to 546.87 kg CO2e/headcount, while the sum of scope 1 and scope 2 market-based intensities fell sharply to 77.56 kg CO2e/headcount. These variations reflect the impact of headcount, which was 4,055 in 2024, and the carbon management strategies adopted by B3.

CO_2e Intensity (kg) / Headcount



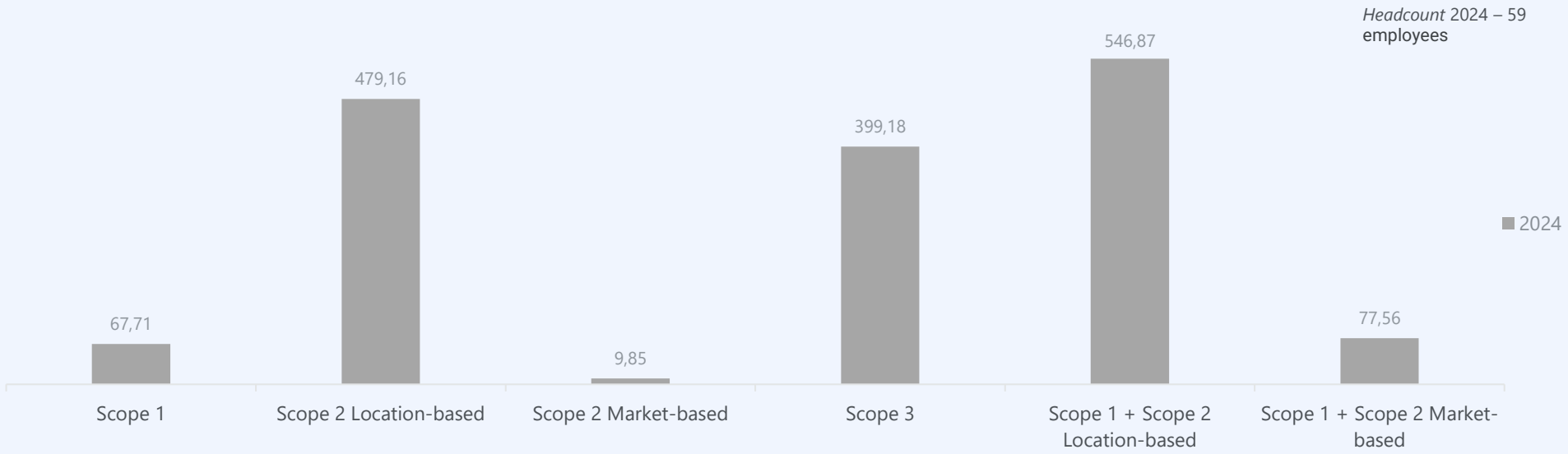
Performance

CO_2e Intensity (kg) per Headcount (B3 Bank)

To calculate the emission intensity per headcount for B3 Bank, considering 59 employees, we will use its specific emissions.

Emission intensity per headcount is calculated by dividing total inventory emissions by the number of employees, allowing us to assess emissions per human capital. Maintaining low emissions intensity, even with increased operations, indicates effective carbon management.

CO_2e Intensity (kg) per Headcount

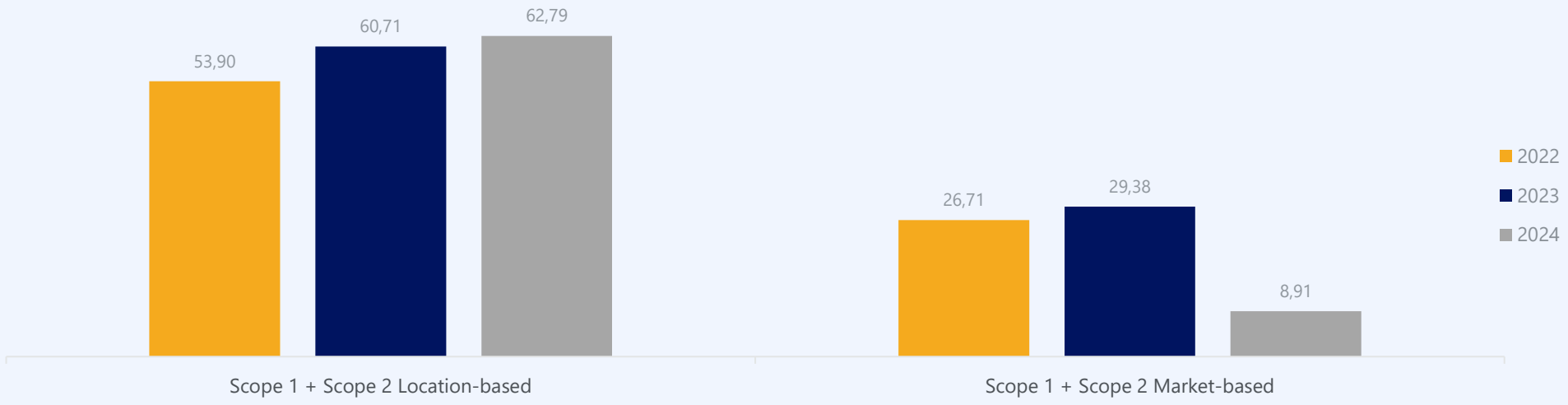


Performance

CO_2e Intensity (kg) / MWh

CO_2e intensity per MWh is calculated by dividing the sum of the company's direct emissions (scope 1) and scope 2 by the amount of energy consumed, which includes both energy from the Brazilian grid and that used by international offices. Scope 3 emissions are not considered, as they are indirect emissions and do not reflect the company's direct energy consumption. In 2024, the emission intensity for scope 1 plus scope 2 in the location-based approach increased to 62.79 kg CO2e/MWh, compared to 60.71 kg CO2e/MWh in 2023. This increase reflects changes in direct emissions and energy consumption. On the other hand, the market-based approach showed a significant reduction in emission intensity, falling to 8.91 kg CO2e/MWh in 2024, compared to 29.38 kg CO2e/MWh in the previous year. This reduction highlights the effectiveness of carbon management strategies and the transition to cleaner energy sources.

CO_2e Intensity (kg) / MWh



Performance

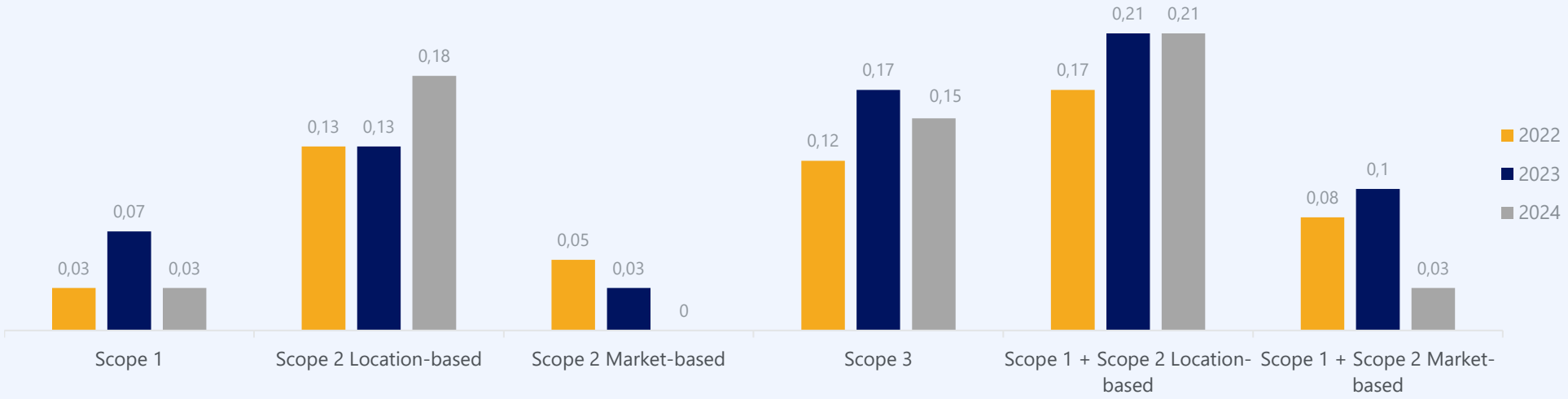
CO_2e Intensity (kg) / Gross Revenue

Emission intensity by gross revenue is calculated based on total emissions by scope and B3's gross revenue, indicating the emissions associated with the revenue generated. In 2024, the intensity in scope 1 remained stable compared to 2022. In scope 2, the location-based approach increased by approximately 38.46% compared to 2023, while the market-based approach reduced by 100%. The intensity in scope 3 decreased by approximately 11.76% compared to 2023.

The sum of the intensities of scope 1 and scope 2 location-based remained constant, while the sum of scope 1 and scope 2 market-based fell by approximately 70%, reflecting B3's adaptation to economic conditions and the improvement in carbon management.

CO_2e Intensity (kg) / Thousand R$

Revenue 2022 – 10,110,682 thousand reais
Revenue 2023 – 9,921,251 thousand reais
Revenue 2024 – 10,572,738 thousand reais



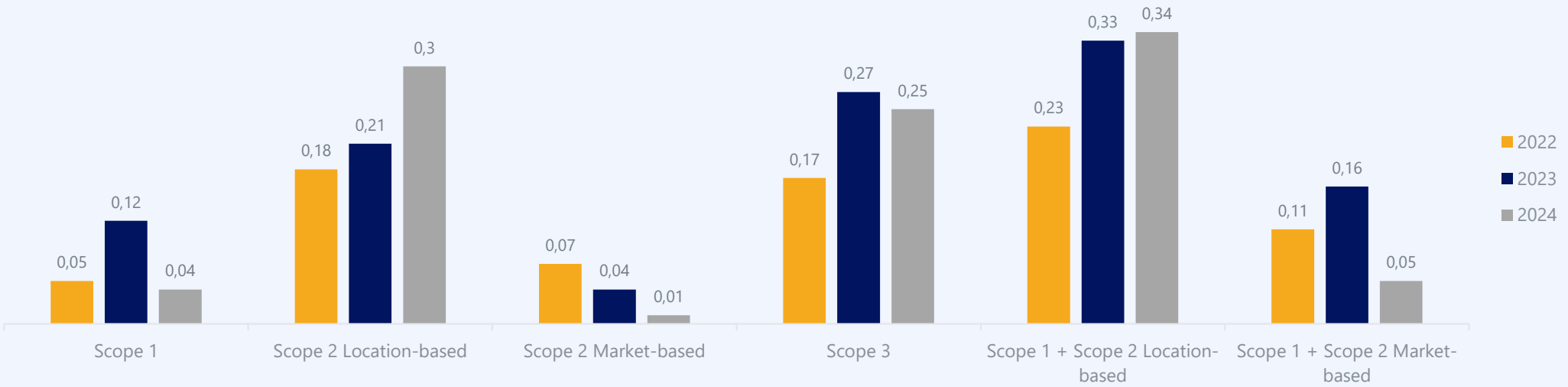
Performance

CO_2e Intensity (kg) / Traded Volume (Bovespa)

Traded volume intensity is measured in two different ways: one based on the traded volume in millions (according to Bovespa)[1] and the other on the number of contracts traded during the year (according to BM&F)[2].

Regarding the traded volume in the Bovespa segment, there was a variation in 2024 compared to 2023. A reduction in scope 1 emissions was observed, decreasing to 0.04 kg CO_2e per thousand, while scope 3 also decreased to 0.25 kg CO_2e per thousand. In the case of scope 2, in the location-based approach, there was an increase to 0.30 kg CO2e/thousand. In the market-based approach, emissions were significantly reduced to 0.01 kg CO_2e per thousand.

CO_2e Intensity (kg) / Million R$ (Bovespa Segment)



[1] The traded value is calculated using the daily traded volume (Bovespa Segment) in millions, multiplied by the number of trading sessions in the year.

[2] The number of contracts traded (BM&F Segment) in the year is calculated using the daily average number of contracts traded, multiplied by the number of trading sessions in the year.

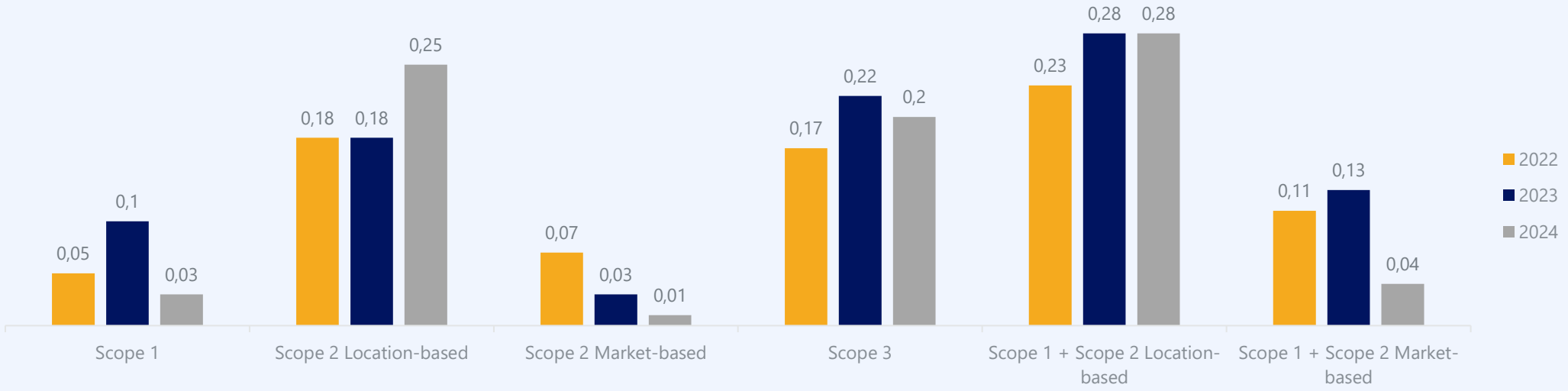
Performance

CO_2e Intensity (kg) / Traded Volume (BM&F Segment)

Traded volume intensity is measured in two different ways: one based on the traded volume in millions (according to Bovespa)[1] and the other on the number of contracts traded during the year (according to BM&F)[2].

Regarding the number of contracts traded in the BM&F segment, a variation in emissions was observed across the scopes. For scope 1, there was a significant reduction in intensity, which fell to 0.03 kg CO2e/thousand of R$ in 2024. In scope 3, the intensity also decreased slightly to 0.20 kg CO2e/thousand of R$. Regarding scope 2, under the location-based approach, intensity increased to 0.25 kg CO_2e per thousand R$, while in the market-based approach, the intensity decreased to 0.01 kg CO2e/thousand of R$. The combination of scopes 1 and 2 under the location-based approach remained stable at 0.28 kg CO_2e per thousand R$, while under the market-based approach, emissions significantly decreased to 0.04 kg CO_2e per thousand R$.

CO_2e Intensity (kg) / Thousand Contracts (BM&F Segment)



[1] The traded value is calculated using the daily traded volume (Bovespa Segment) in millions, multiplied by the number of trading sessions in the year.

[2] The number of contracts traded (BM&F Segment) in the year is calculated using the daily average number of contracts traded, multiplied by the number of trading sessions in the year.

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