DÉCLARATION 2023
CDP CHANGEMENTS CLIMATIQUES

Décembre 2023
Document en anglais

metro

Metro Inc. - Climate Change 2023

C0. Introduction

C0.1

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

We might use, throughout this questionnaire, different statements that could, within the context of regulations issued by the Canadian Securities Administrators, be construed as being forward-looking information. In general, any statement contained herein that does not constitute a historical fact may be deemed a forward-looking statement. The use of the future tense as well as expressions such as "anticipate", "intend", "expect" and other similar expressions are generally indicative of forward-looking statements. The forward-looking statements contained herein are based upon certain assumptions regarding the Canadian food and pharmaceutical industries, the general economy, our annual budget, as well as our 2023 action plan and our 2022-2026 Corporate Responsibility Plan. These forward-looking statements do not provide any guarantees as to the future performance of the Corporation and are subject to potential risks, known and unknown, as well as uncertainties that could cause the outcome to differ significantly. We believe these statements to represent our current expectations and to be reasonable and pertinent as at the date of responding to this questionnaire. The Corporation does not intend to update any forward-looking statement contained herein, except as required by applicable law.

BACKGROUND

For 75 years, METRO has made its mark, first in Quebec and then in Ontario and New Brunswick, by meeting the nutrition and health needs of the communities it serves. Its organic and acquisition-led growth has positioned it today as a leader in the food and pharmacy sectors in Eastern Canada. As a retailer, franchisor, distributor, manufacturer and provider of eCommerce services, the Corporation operates or services a network of 975 food stores under several banners including Metro, Metro Plus, Super C, Food Basics, Adonis and Première Moisson, as well as 645 drugstores primarily under the Jean Coutu, Brunet, Metro Pharmacy and Food Basics Pharmacy banners. In all, some 1,600 points of sale and 15 distribution centres provide employment to more than 95,000 people. With a history going back to 1947 and annual sales of nearly $19 billion, METRO provides essential services to the communities it serves.

OUR PURPOSE: Nourish the health and well-being of our communities

METRO's purpose is a reflection of its increased presence in health and represents its current reality and aspirations. For METRO, nourishing the health and well-being of our communities is the work our employees undertake with excellence, day after day, to feed and serve the people of the communities where we operate. Our purpose is based on four pillars: (1) customer focus, (2) best team, (3) operational excellence and (4) financial discipline. These pillars are anchored in our daily practices and ways and guide our actions and decisions, allowing us to fulfill our mission of exceeding our customers' expectations every day to earn their long-term loyalty. More information can be found in our 2022 Annual Report: https://corpo.metro.ca/userfiles/file/PDF/Rapport-Annuel/2022/en/annual_report_2022_EN.pdf.

BUSINESS STRATEGY

The foundation of METRO's business strategy is corporate responsibility and the continued integration of ESG factors into our business model. We aim to ensure that our actions bring value and address the issues that matter most to METRO, and to our stakeholders - customers, employees, suppliers, shareholders and community partners.

CORPORATE RESPONSIBILITY

At METRO, corporate responsibility (CR) is expressed through a rigorous approach to integrate environmental, social and governance (ESG) factors into our business practices. CR governance is part of the Corporation's management structure and involves key individuals at each decision-making and implementation stage under the guidance of the Board of Directors. Our ambitions are driven by the commitment of our teams and executives in order to create value for METRO and society. We believe that creating an inclusive and sustainable future is a shared responsibility and we are committed to taking an active role in this regard. In 2022, we published and began implementing our third corporate responsibility plan, which is available at https://corpo.metro.ca/userfiles/file/PDF/2022-2026-cr-plan.pdf.

Additional information about METRO can be found at https://corpo.metro.ca/en/home.html and in our 2022 Corporate responsibility report at https://corpo.metro.ca/userfiles/file/PDF/2022-cr-report.pdf.

C0.2

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

Reporting year

Start date
July 1 2021

End date
June 30 2022

Indicate if you are providing emissions data for past reporting years
No

Select the number of past reporting years you will be providing Scope 1 emissions data for
<Not Applicable>

Select the number of past reporting years you will be providing Scope 2 emissions data for
<Not Applicable>

Select the number of past reporting years you will be providing Scope 3 emissions data for
<Not Applicable>

C0.3

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

C0.4

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

C0.5

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

C0.8

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

Indicate whether you are able to provide a unique identifier for your organization	Provide your unique identifier
Yes, an ISIN code	CA59162N1096

C1. Governance

C1.1

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

C1.1a

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

Position of individual or committee	Responsibilities for climate-related issues
Director on board	The Governance and Corporate Responsibility Committee of the Board of Directors is responsible for the oversight of the Corporation's activities and disclosure with regards to CR, including ESG matters. This oversight is performed both at the Board level and through the Audit Committee which is specifically tasked with risk oversight, including climate risk. The Board of Directors approves CR plans and reports.The Corporation works to increase the resilience of its business to address physical and transitional climate risks through integration of climate risk management into its governance, strategy, risk management and metrics, as recommended by TCFD.
Chief Executive Officer (CEO)	Our President and CEO provides strategic direction and ensures effective management of the organization. The topic of climate change and sustainability is tackled at the highest level of management including by our President and CEO. METRO believes that environment and especially climate change is an area where its actions can make a difference. This belief is embodied in the April 2021 Environmental Policy stating METRO's commitments. This reflects the evolution of the approach with new issues that are now taken into account, such as publicly supporting the Task Force on Climate-related Financial Disclosure (TCFD), thoroughly assessing the feasibility and the costs of potential SBTi target commitment and integrating several ESG KPI from Sustainability Accounting Standards Board (SASB) and Global Reporting Initiative (GRI). The CEO reviews and recommend the approval of the corporate responsibility strategy, including climate-related strategy to the Board. In 2022, the Board of Directors approved METRO's 2022 Corporate Responsibility Report. The Corporate Responsibility Plan, in particular, sets out a GHG emissions reduction target of 37.5% by 2035 compared to 2020.
Board-level committee	At the Board-level, our Governance and Corporate Responsibility Committee (G&CR) is composed of five members, all of whom are independent directors. The committee's primary mandate is to assist the Board of Directors of METRO in fulfilling its oversight responsibilities by, among other things, overseeing the Corporation's activities and disclosure on corporate responsibility and ESG matters. The G&CR Committee has the responsibility for overseeing and approving the Environmental Policy, the overarching Corporate Responsibility Plan and various environmental activities and disclosures. In 2022, the Committee key achievements include, but not limited to, receiving updates on the implementation of year one (1) of the 2022-2026 Corporate Responsibility Plan. The Committee also oversaw the Corporation's response to a shareholder proposal that METRO adopt near- and long-term science-based GHG reduction targets within 180 days prior to the next annual shareholders meeting. METRO committed to rigorously assessing the feasibility and costs of achieving the net-zero targets of SBTi. There is also the Audit Committee which is specifically tasked with risk oversight, including climate risk. This committee oversees the Corporation's business resilience to address risks such as climate risks through integration of risk management into its governance, strategy, risk management and metrics.

C1.1b

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

Frequency with which climate-related issues are a scheduled agenda item	Governance mechanisms into which climate-related issues are integrated	Scope of board-level oversight	Please explain
Scheduled – some meetings	Other, please specify (The G&CR Committee is responsible for the oversight of the Company's activities and disclosure with regards to corporate responsibility, including ESG matters. The Board of Directors approves corporate responsibility plans and reports)	<Not Applicable>	The Board of Directors ("Board") maintains an oversight of the measures put in place by management to mitigate climate risk as well as management's assessment of this risk and its possible impacts on the Corporation's operations and activities. This oversight is performed both at the Board level and through the Audit Committee which is specifically tasked with risk oversight, including climate risk. The Corporation works to increase the resilience of its business to address physical and transitional climate risks through integration of climate risk management into its governance, strategy, risk management and metrics, as recommended by TCFD. The 2022–2026 Corporate Responsibility Plan was developed in 2021 and includes 8 priorities and 7 business fundamentals, 3 of which are dedicated to the environment. Our ambition on climate-related issues to reduce our greenhouse gas (GHG) emissions to limit global warming by adopting a GHG reduction target of 37.5% by 2035 is clearly stated. In 2022, the Corporation implemented year one (1) of the 2022-2026 Corporate Responsibility Plan. The various teams worked on the priorities set in the plan and are on track to meet the objectives and targets set in the plan. In addition, disclosure was improved by adding references to the Sustainability Accounting Standards Board (SASB) and the Global Reporting Initiative (GRI) to the ESG Performance Data table available on the Corporation's corporate website (corpo.metro.ca) as well as in the annual Corporate Responsibility Report which was released at the same time as the Annual Report. At the board-level, the G&CR Committee received regular updates on the advancement of the work against the plan's priorities from members of senior management to whom these priorities were assigned and was part of discussions regarding the constant evolution of the plan. The CR report provides information on the Corporation's carbon footprint and the initiatives implemented to reduce GHG emissions. It also includes a progress report on the achievement of the Corporation's CR objectives. Some programs to reduce the Corporation's carbon footprint require financial investments. These capital expenditures are part of the annual budget that is submitted to the Board for approval. The chair of METRO's Environmental Committee reports on the Committee's activities to the G&CR Committee on an annual basis. The progress report covers the implementation of the Environmental Policy, including regulatory compliance, corporate carbon footprint and related GHG emissions reduction initiatives in the energy, refrigerants, solid waste and transport sectors.

C1.1d

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

	Board member(s) have competence on climate-related issues	Criteria used to assess competence of board member(s) on climate-related issues	Primary reason for no board-level competence on climate-related issues	Explain why your organization does not have at least one board member with competence on climate-related issues and any plans to address board-level competence in the future
Row 1	Yes	At METRO, the competence of our board members on climate-related issues is assessed using various criteria. One of our board members has completed the Board Oversight Climate Change program offered by the Institute of Corporate Directors (ICD), which equips directors with the necessary knowledge and understanding of climate change implications for businesses. This program gives this board member with the knowledge and tools on climate-related issues, enabling them to improve their capacity to discuss such climate-related issues and enhance their oversight of climate-related risks.	<Not Applicable>	<Not Applicable>

C1.2

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

Position or committee
Chief Executive Officer (CEO)

Climate-related responsibilities of this position
Providing climate-related employee incentives
Integrating climate-related issues into the strategy
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities
Other, please specify (Our President and CEO provides strategic direction and ensure effective management of the organization. This includes reviewing and approving corporate responsibility strategy, including climate-related strategy and objectives.)

Coverage of responsibilities
<Not Applicable>

Reporting line
Reports to the board directly

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

Please explain
Our President and CEO provides strategic direction and ensures effective management of the organization. The topic of climate change and sustainability is tackled at the highest level of management including by our President and CEO. The Executive Committee, on which the CEO sits, reviews and approves corporate responsibility strategy, including climate-related strategy.

Position or committee
Chief Financial Officer (CFO)

Climate-related responsibilities of this position
Managing annual budgets for climate mitigation activities
Managing major capital and/or operational expenditures related to low-carbon products or services (including R&D)
Assessing climate-related risks and opportunities
Managing climate-related risks and opportunities

Coverage of responsibilities
<Not Applicable>

Reporting line
CEO reporting line

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

Please explain
The topic of climate change and sustainability is tackled at the highest level of management including by our CFO. The CFO participates in reviewing and approving corporate responsibility strategy, including climate-related strategy. He participates in the approval of group-wide climate objectives and strategy.
Our CFO is informed of climate-related issues through the executive committee.

Position or committee
Corporate responsibility committee

Climate-related responsibilities of this position
Monitoring progress against climate-related corporate targets

Coverage of responsibilities
<Not Applicable>

Reporting line
Reports to the board directly

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

Please explain
One of the objectives of the Committee is to assist the Board of Directors in fulfilling its oversight responsibilities by overseeing the Corporation's activities with respect to the Corporation's corporate purpose and corporate responsibility which includes environmental, social and governance matters (ESG). The Committee also reviews the Corporation's disclosure on these matters and reviews the Corporation's corporate responsibility plans and reports. The Committee is also informed on climate-related issues by the Environmental Committee.

Position or committee
Other committee, please specify (Environmental Committee)

Climate-related responsibilities of this position
Implementing a climate transition plan
Conducting climate-related scenario analysis
Monitoring progress against climate-related corporate targets
Assessing climate-related risks and opportunities

Coverage of responsibilities
<Not Applicable>

Reporting line
Corporate Sustainability/CSR reporting line

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

Please explain
The Environmental Committee reports to the G&CR Committee on the climate change action plan, objectives and on progress towards the set targets. Climate change is one of the three main priorities of the environmental team and Environmental Committee, as part of the Corporate Responsibility Plan.

Under the Environmental Policy, the role of the Environmental Committee is to monitor the application of the policy and to report annually to the G&CR Committee on compliance with the policy, recommended policy changes and the corporation's environmental performance. The committee members include officers of the Corporation, individuals directly responsible for managing GHG emissions (senior directors and directors) and an external environmental consultant.

Other members of management involved with GHG and climate change matters
- Executive Vice President, Ontario Division Head and National Supply Chain: oversees supply chain activities. Member of the Corporation's Executive Committee.
- Vice President, Public Affairs and Communications: Develops the strategic corporate responsibility directions and reports on progress to the Executive Committee and to the Governance Committee.
- National Vice President, Logistics and Distribution: Oversees transport and distribution centre activities. Member of the Corporation's management team.
- Vice President of Real Estate and Engineering : Oversees the strategic planning and management of the corporation's real estate portfolio, engineering projects, and environmental department. Member of the Corporation's Executive Committee.

C1.3

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

	Provide incentives for the management of climate-related issues	Comment
Row 1	Yes	

C1.3a

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

Entitled to incentive
Corporate executive team

Type of incentive
Monetary reward

Incentive(s)
Bonus - % of salary

Performance indicator(s)
Progress towards a climate-related target

Incentive plan(s) this incentive is linked to
Short-Term Incentive Plan

Further details of incentive(s)

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
In 2022, we began implementing our 2022–2026 Corporate Responsibility (CR) Plan. Our teams have worked diligently on our priorities, and we are on track. The accountability of the corporation's Board of Directors and Executive Committee to our plan demonstrates the strength of our commitment. In addition, a portion of executive compensation is linked to these issues.

Entitled to incentive
Energy manager

Type of incentive
Monetary reward

Incentive(s)
Bonus - % of salary

Performance indicator(s)
Energy efficiency improvement

Incentive plan(s) this incentive is linked to
Short-Term Incentive Plan

Further details of incentive(s)

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
The Energy Director is responsible for the implementation of the energy efficiency programs and related reductions in GHG emissions. The Director's performance assessment and bonus plan take into account their role in the achievement of our energy consumption reduction activities and goals.

Entitled to incentive
Environment/Sustainability manager

Type of incentive
Monetary reward

Incentive(s)
Bonus - % of salary

Performance indicator(s)
Progress towards a climate-related target

Incentive plan(s) this incentive is linked to
Short-Term Incentive Plan

Further details of incentive(s)

Explain how this incentive contributes to the implementation of your organization's climate commitments and/or climate transition plan
The Director, Environment and Technical Risks is responsible for the implementation of the climate change strategy and waste programs. The Director's performance assessment and bonus plan take into account their role in the implementation of our climate change strategy.

C2. Risks and opportunities

C2.1

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

C2.1a

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

	From (years)	To (years)	Comment
Short-term	1	3	Timeline of 1–3 years as up to the start of the 3rd year
Medium-term	3	6	Timeline of 3–6 years as up to the start of the 6th year
Long-term	6	10	Timeline of 6–10 years as up to the start of the 10th year

C2.1b

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

METRO is exposed to various risks that could have an impact on its earnings, financial condition and cash flows. METRO's management assesses risks and opportunities and their level of materiality on a corporation-wide basis. These risks are described in the Risk Management Section of the Corporation's Annual Report. Any existing financial impact is embedded in the Corporation's expenses and is not separately disclosed unless required as part of the preparation and presentation of the Consolidated Financial Statements. Management also determines adequate measures to manage these risks in a proactive way and presents both the risks and risk reduction measures to the Audit Committee and the Board of Directors on an ongoing basis. The Internal Audit Department has the mandate of monitoring the identification, evaluation and mitigation of all business risks, as well as all insurance activities that are carried out in connection with these risks. At least every three (3) years, each major sector of activity is subject to a review or an audit to ensure that control measures have been put in place to address the business risks associated with such sector of activity. Most of the identified risks fall into the following categories: operational risks, legal risks, financial risks, reputational risks, technological risks and security.

C2.2

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

Value chain stage(s) covered
Direct operations

Risk management process
Integrated into multi-disciplinary company-wide risk management process

Frequency of assessment
Annually

Time horizon(s) covered
Short-term
Medium-term
Long-term

Description of process
As part of its overall corporate responsibility approach, METRO is continuously monitoring issues and trends that could affect the Corporation, especially the substantive matters concerning its activities. As part of this process, the CR and environment teams are putting a specific focus on climate-related topics in order to anticipate, assess and manage the potential risks and opportunities in short, medium and long terms. By this multidisciplinary approach, the CR team collaborates with cross-functional team leaders to develop a common vision on how to tackle climate-related risks and opportunities.

More specifically, the scope of the climate-related issues assessment includes regulations, reputation, weather-related events, and market conditions.

For strategic impact, METRO assesses high-level climate-related trends that could potentially impact the business, particularly those regarding reputation, weather, and market conditions, such as energy prices, changing customer behaviours and distribution. We then refine our analysis to better identify and understand the potential material risks and opportunities which are in turn communicated to the Audit Committee so that it can oversee management's assessment of the level of materiality.

The Audit Committee oversees the effectiveness of the respective mitigation and adaptation measures with respect to material risks. At an asset level, we conduct specific climate change assessments through our Environmental department. These assessments include regulations, changing weather events and market trends as they relate to our operations. Our assessments are based on the information we gather from site-specific environmental compliance audits, regional energy and carbon-related regulatory reviews, and regionally based weather-related events. Based on these assessments, we review the potential risks and opportunities based on a consideration of the likelihood and severity of the impacts. Where risks and opportunities are identified as significant, we develop site-specific mitigation and adaptation programs.

As part of METRO's commitment towards implementing TCFD's recommendations in the coming years, we plan to perform a climate-related risk scenario analysis in the next two years, with support from external resources. This will help us to identify and prepare for the impacts that climate change will have on our business models.

C2.2a

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

	Relevance & inclusion	Please explain
Current regulation	Relevant, always included	Ontario and Quebec have implemented GHG regulations that require companies (large emitters) in specific industries to audit and report their GHG emissions when specific emission thresholds are exceeded. METRO is currently not subject to these regulations since it does not qualify as a large emitter. However, we closely monitor regulatory changes and assess potential indirect impacts. On March 25, 2021, the Supreme Court of Canada (the "SCC") handed down its decision on the constitutionality of the federal government's carbon pricing regime and the SCC ruled that the federal government have the right to impose minimum carbon-pricing standards on the provinces. The federal pricing system has two parts: a regulatory charge on fossil fuels like gasoline and natural gas, known as the fuel charge, and a performance-based system for industries, known as the Output-Based Pricing System. In Ontario provincial output-based performance standards systems were implemented in 2022 in conjunction with the federal fuel charge. On the other hand, in Québec, a cap-and-trade system has been in place since 2013 to fulfill both parts of the federal requirement and maintain compliance with stringent benchmarks. METRO is currently not obligated to participate in any performance-based pricing system, however it is nonetheless impacted by regulatory charge on fuel like any other entity. Should regulations become more stringent in the future, we may incur administrative costs related to our GHG data systems and reporting processes.
Emerging regulation	Relevant, always included	The publication of the Federal 2030 Emissions Reduction Plan: Canada's Next Steps to Clean Air and a Strong Economy in 2022 is expected to have impact on emerging emissions regulations. With the target year for the federal government's reduction commitment drawing closer, it is likely that we will witness an increase in measures aimed at driving emissions reduction. The publication could signal a shift towards a greener and more sustainable economy, implying that corporations will likely need to proactively adapt to these emerging carbon regulations. We attend conferences, webinars and government presentations through trade associations to stay abreast of new regulations. Our Legal Department carries out a watch on upcoming legislative changes regarding energy and environment to make METRO aware of the impact such changes could have on our business. This allows the Corporation to plan to be compliant with applicable new legislation. Finally, we actively collaborate with the Retail Council of Canada (RCC), representing over 45,000 store fronts across various retail formats, and have a prominent role within the RCC's ESG & Climate Action Committee.
Technology	Relevant, sometimes included	As a retailer, franchisor, distributor, manufacturer and provider of eCommerce services, METRO diligently keeps a close eye on technological advancements in refrigeration, transport, energy efficiency, equipment, and renewable energy. These advancements present opportunities for managing our carbon footprint from both financial and GHG emissions reduction perspectives, making them operational and financial levers to explore. METRO is also keeping abreast of technological advancements in the transportation sphere. METRO's business is heavily reliant on our transportation and distribution networks to get our products to customers. METRO is currently tracking industry developments in the spheres of electric and hydrogen-based vehicles as alternative energy sources to fossil fuels. As a result of this up-and-coming market, METRO is collaborating with value chain partners and service providers to pilot these technologies (i.e., electric trucks) within our transportation fleet. Accordingly, new distribution centres are designed to accommodate and facilitate a fleet transition to electric in the future.
Legal	Relevant, always included	All litigation—including any that may be climate-related—are monitored, assessed and managed through a stringent corporate process.
Market	Relevant, always included	We monitor and analyze agri-food retail industry trends in regard to GHG management and keep abreast of new practices and tools that could enable us to more effectively manage, and reduce, our GHG emissions. For example, we attend conferences and webinars, and conduct literature reviews, and we sit on the board of the Canadian Roundtable for Sustainable Beef (CSRB) and participate with the Retail Council of Canada (RCC).
Reputation	Relevant, always included	The Corporation benefits from well-recognized brands. Failure to act with integrity or to maintain ethical and socially responsible activities could damage our reputation and have a material impact on our financial position.
Acute physical	Relevant, always included	Regarding the physical risks, climate and extreme temperature changes may affect the Corporation's premises, operations, supply chain, distribution, and employee safety. Extreme weather patterns, including severe storms and floods, could affect the production or supply of specific goods and could impair our physical assets including buildings and inventory. These events and their effects on our operations could have a material adverse effect on our financial performance.
Chronic physical	Relevant, sometimes included	The Corporation recognizes that physical risks resulting from long-term effects of temperature changes could increase operating costs for our premises. As part of METRO's commitment towards implementing TCFD's recommendations in the coming years, we anticipate performing a climate-related risk scenario analysis in the next two years, with support from external resources. This will help us to identify and prepare for the long-term impacts that climate change will have on our business models.

C2.3

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

Yes

C2.3a

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

Identifier

Risk 1

Where in the value chain does the risk driver occur?

Direct operations

Risk type & Primary climate-related risk driver

Emerging regulation	Carbon pricing mechanisms

Primary potential financial impact

Increased indirect (operating) costs

Climate risk type mapped to traditional financial services industry risk classification

<Not Applicable>

Company-specific description

Carbon pricing mechanisms are being implemented in Canada, at federal and provincial levels. As the carbon tax increases in the next years, the cost of energy required for our operations is also expected to increase.

Time horizon

Medium-term

Likelihood
Likely

Magnitude of impact
Unknown

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
The potential financial impact figure is either unknown or not disclosed. METRO is exposed to various risks that could have an impact on its earnings, financial position and cash flows. These risks are described in the section Risk Management of the Corporation's Annual Report. Any existing financial impact is embedded in the Corporation's expenses and is not separately disclosed unless required as part of the preparation and presentation of the consolidated financial statements.

Cost of response to risk

Description of response and explanation of cost calculation
In order to manage the risk, we have a group that oversees the deployment of our environmental management data system. We have also implemented data management software to proactively prepare ourselves for potential future reporting obligations and rely on regulatory monitoring by our internal legal team.

The legal department monitors changing regulations and the Corporation participates in Environmental Committees of industry associations. These activities provide valuable insights to foresee new and changing regulations that could potentially impact the retail industry in general, and METRO in particular. If and when appropriate, METRO interacts with government authorities on proposed regulations through industry associations.

Comment

Identifier
Risk 2

Where in the value chain does the risk driver occur?
Direct operations

Risk type & Primary climate-related risk driver

Emerging regulation	Mandates on and regulation of existing products and services

Primary potential financial impact
Increased direct costs

Climate risk type mapped to traditional financial services industry risk classification
<Not Applicable>

Company-specific description
New mandates and regulations, such as the Canadian Clean Fuel Standard for which final regulations were published in 2022, are expected to require us to continuously review our fleet and invest in new technologies. The move towards renewable fuels or alternative energy sources requires operational or capital expenditure. The current Canadian federal regulations on hydrofluorocarbons (HFCs) and on hydrochlorofluorocarbon (HCFCs) prohibit specific HCFCs by specific years depending on the sector and implement a gradual phase-down of HFCs and HCFCs from a baseline. This is relevant for METRO as we own and operate many heating, ventilation, and air conditioning (HVAC) units as well as cold rooms and refrigerated display equipments to maintain our operations.

Time horizon
Short-term

Likelihood
Virtually certain

Magnitude of impact
Unknown

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
The potential financial impact figure is either unknown or not disclosed. METRO is exposed to various risks that could have an impact on its earnings, financial position and cash flows. These risks are described in the section Risk Management of the Corporation's Annual Report. Any existing financial impact is embedded in the Corporation's expenses and is not separately disclosed unless required as part of the preparation and presentation of the consolidated financial statements.

Cost of response to risk

Description of response and explanation of cost calculation
New stores are equipped with carbon dioxide (CO_2) refrigeration systems; where feasible, these new systems are also used in major store renovations. Our

electromechanical department will also gradually convert current refrigerant gases, to more environmentally friendly refrigerant gases to ensure best possible available options in existing refrigeration systems.

Comment

Identifier
Risk 3

Where in the value chain does the risk driver occur?
Direct operations

Risk type & Primary climate-related risk driver

Acute physical	Other, please specify (Increased severity and frequency of weather-related disasters)

Primary potential financial impact
Increased direct costs

Climate risk type mapped to traditional financial services industry risk classification
<Not Applicable>

Company-specific description
With global scientific evidence suggesting that climate change will increase both the frequency and severity of weather-related disasters, these negative events such as disruptions related to climate change could affect METRO or a supplier and lead to service breakdowns and store delivery delays. To remediate this situation, we deal with several suppliers. In the event of a supplier's service breakdown, we can turn to another supplier reasonably quickly.

Time horizon
Medium-term

Likelihood
Very likely

Magnitude of impact
Unknown

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
The potential financial impact figure is either unknown or not disclosed. METRO is exposed to various risks that could have an impact on its earnings, financial position and cash flows. These risks are described in the section Risk Management of the Corporation's Annual Report. Any existing financial impact is embedded in the Corporation's expenses and is not separately disclosed unless required as part of the preparation and presentation of the consolidated financial statements.

Cost of response to risk

Description of response and explanation of cost calculation
METRO has put in place mitigation measures to address climate risks, including but not limited to insurance, and contingency plans. In order to increase the resilience of our business to address climate-related risks and continue to integrate climate risks and opportunities into our governance, strategy, risk management, metrics and targets, METRO announced in October 2022 its support for the TCFD, becoming the first Canadian food and pharmacy retailer to make this public commitment. The Corporation will improve disclosure of potential climate risks and opportunities to its shareholders and other stakeholders.

Comment

Identifier
Risk 4

Where in the value chain does the risk driver occur?
Direct operations

Risk type & Primary climate-related risk driver

Chronic physical	Changing temperature (air, freshwater, marine water)

Primary potential financial impact
Increased direct costs

Climate risk type mapped to traditional financial services industry risk classification
<Not Applicable>

Company-specific description
METRO owns and operates a network of more than 1,600 stores, from which a majority requires refrigerators and freezers to keep the food consumable. A rise in temperatures could increase the cooling need and costs in our stores and warehouses, which could impact our overall operating costs.

Time horizon
Short-term

Likelihood

Very likely

Magnitude of impact
Unknown

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
The potential financial impact figure is either unknown or not disclosed. METRO is exposed to various risks that could have an impact on its earnings, financial position and cash flows. These risks are described in the section Risk Management of the Corporation's Annual Report. Any existing financial impact is embedded in the Corporation's expenses and is not separately disclosed unless required as part of the preparation and presentation of the consolidated financial statements.

Cost of response to risk

Description of response and explanation of cost calculation
In order to manage the risk, we have put in place various energy reduction projects, including refrigeration optimization systems and building retrofit programs.

Comment

Identifier
Risk 5

Where in the value chain does the risk driver occur?
Downstream

Risk type & Primary climate-related risk driver

Reputation	Increased stakeholder concern or negative stakeholder feedback

Primary potential financial impact
Other, please specify (Financial impacts could arise from negative stakeholder feedback, such as employees, customers or investors)

Climate risk type mapped to traditional financial services industry risk classification
<Not Applicable>

Company-specific description
The Corporation benefits from well-recognized brands. Failure to act with integrity or to maintain ethical and socially responsible activities could damage our reputation and have a material impact on our financial position. To mitigate these risks, we have implemented internal policies, controls and governance processes including a code of conduct, a confidential whistle-blower program and a corporate responsibility approach.

Time horizon
Medium-term

Likelihood
About as likely as not

Magnitude of impact
Unknown

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
The potential financial impact figure is either unknown or not disclosed. METRO is exposed to various risks that could have an impact on its earnings, financial position and cash flows. These risks are described in the section Risk Management of the Corporation's Annual Report. Any existing financial impact is embedded in the Corporation's expenses and is not separately disclosed unless required as part of the preparation and presentation of the consolidated financial statements.

Cost of response to risk

Description of response and explanation of cost calculation
N/A

Comment

C2.4

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

Yes

C2.4a

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

Identifier
Opp1

Where in the value chain does the opportunity occur?
Direct operations

Opportunity type
Resource efficiency

Primary climate-related opportunity driver
Move to more efficient buildings

Primary potential financial impact
Reduced indirect (operating) costs

Company-specific description
Federal and provincial governmental and public utilities subsidies (Hydro-Quebec, Hydro-One) are available for the implementation of energy efficiency programs in both Quebec and Ontario. These subsidies help us to install energy efficient equipment in our stores, leading to savings through consumption reductions.

Time horizon
Short-term

Likelihood
Likely

Magnitude of impact
Unknown

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
The potential financial impact figure is either unknown or not disclosed. METRO is exposed to various risks that could have an impact on its earnings, financial position and cash flows. These risks are described in the section Risk Management of the Corporation's Annual Report. Any existing financial impact is embedded in the Corporation's expenses and is not separately disclosed unless required as part of the preparation and presentation of the consolidated financial statements.

Cost to realize opportunity

Strategy to realize opportunity and explanation of cost calculation
In order to realize this opportunity, we have initiated a number of applications for subsidies on environmental projects. We have already received subsidies for our environmental projects.

Comment

Identifier
Opp2

Where in the value chain does the opportunity occur?
Direct operations

Opportunity type
Markets

Primary climate-related opportunity driver
Access to new markets

Primary potential financial impact
Other, please specify (Reputation - wider social benefits)

Company-specific description
Stakeholders—including customers and investors—are increasingly turning to responsible companies that are managing their carbon footprint, among other things. We have proactively been identifying and managing our carbon risks and opportunities, and are now enhancing external communications on our carbon management strategies. For example, we have communicated our new GHG emissions reduction target in our 2022-2026 Corporate Responsibility Plan.

Time horizon
Medium-term

Likelihood
About as likely as not

Magnitude of impact

Unknown

Are you able to provide a potential financial impact figure?
No, we do not have this figure

Potential financial impact figure (currency)
<Not Applicable>

Potential financial impact figure – minimum (currency)
<Not Applicable>

Potential financial impact figure – maximum (currency)
<Not Applicable>

Explanation of financial impact figure
The potential financial impact figure is either unknown or not disclosed. METRO is exposed to various risks that could have an impact on its earnings, financial position and cash flows. These risks are described in the section Risk Management of the corporation's Annual Report. Any existing financial impact is embedded in the corporation's expenses and is not separately disclosed unless required as part of the preparation and presentation of the consolidated financial statements.

Cost to realize opportunity

Strategy to realize opportunity and explanation of cost calculation
We remain committed to continue enhancing our programs and communications.

Comment

C3. Business Strategy

C3.1

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

Row 1

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

Publicly available climate transition plan
<Not Applicable>

Mechanism by which feedback is collected from shareholders on your climate transition plan
<Not Applicable>

Description of feedback mechanism
<Not Applicable>

Frequency of feedback collection
<Not Applicable>

Attach any relevant documents which detail your climate transition plan (optional)
<Not Applicable>

Explain why your organization does not have a climate transition plan that aligns with a 1.5°C world and any plans to develop one in the future
The 37.5% target is the mathematical result of an average GHG emissions reduction of 2.5% per year over 15 years. We have established this target by referring to the two degrees (2oC) scenario defined by the Science-Based Target Initiative (SBTi), which points to a 2.5% reduction per year. Our approach has been to identify all realistic opportunities for emission reductions in the operations on which we have direct control within the established timeframe and to rely on a recognized scientific framework to guide our decision-making. While this target corresponds to the levers and resources we currently have, we closely follow the latest developments in the field and are aware of the light shed on the scenario to limit global temperature rise to 1.5 degrees. Such a target corresponds to an average GHG emissions reduction of 4.2% per year, an ambitious goal that is currently not within METRO's capacity to achieve. Our ambition is certainly to contribute to the collective effort to transition to a lower-carbon economy and we are confident that the execution of our plan should help us move in that direction.

Explain why climate-related risks and opportunities have not influenced your strategy
<Not Applicable>

C3.2

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

	Use of climate-related scenario analysis to inform strategy	Primary reason why your organization does not use climate-related scenario analysis to inform its strategy	Explain why your organization does not use climate-related scenario analysis to inform its strategy and any plans to use it in the future
Row 1	No, but we anticipate using qualitative and/or quantitative analysis in the next two years	Other, please specify (We have established a roadmap to gradually improve our reporting in line with the recommendations. We anticipate performing a climate-related scenario analysis in the next two years to identify and prepare for possible impacts on our business models.)	The use of climate-related scenario analysis is part of our roadmap to improve our understanding of climate-related risks and opportunities. Since we have recently committed to this, we have work ahead of us before meeting all recommendations. Still we have made considerable progress in the past year. METRO has announced its support for the Task Force on Climate-related Financial Disclosures (TCFD), publicly committing to working towards implementing TCFD's 11 recommendations in the coming years. This offers us an additional way to share how we are managing climate-related risks and opportunities to help reduce such risks and minimize market disruptions related to climate change. Additionally, METRO has established a Climate Change Committee, which aims to unite different departments, create a shared vision and develop a strategy to identify, measure, and effectively handle the risks and opportunities associated with climate change. By doing so, the corporation gains a deeper understanding of pertinent issues, enabling continuous improvement and aligning their commitment to climate action and corporate responsibility with their business operations.

C3.3

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

	Have climate-related risks and opportunities influenced your strategy in this area?	Description of influence
Products and services	Yes	Climate-related risks and opportunities have, among other factors, contributed to influence METRO's strategy and was one of the factors leading to the publication of our Supplier Code of Conduct. In this document, the protection of the environment, and the climate impact of the procurement, are both part of the principles and prioritization criteria that METRO strives to implement in its supply chain. In 2022, we conducted a pilot project surveying over 400 suppliers with a response rate of 76%. After analyzing the answers, we concluded that we needed a more powerful tool to help us balance efficiency, rigour and resources so we could increase the number of suppliers we evaluate each year and assess their respect of our Supplier Code of Conduct and performance including, but not limited to, environmental. Additionally, because beef production is a leading cause of deforestation worldwide, we want to avoid products from areas with a high risk of deforestation. We documented the origin of 97.5% of the beef used in our private brands and perishable products, and found that none of it comes from areas of high risk. Another major driver of deforestation is palm oil production, for which, in our private label products, we continue to avoid it whenever possible or source it responsibly. Only 19.7% of our private label products identified as being susceptible to containing palm oil actually contained it. 25.4% of those products were evaluated and 74.4% are using palm oil certified by the Roundtable on Sustainable Palm Oil. We will continue our evaluation next year.
Supply chain and/or value chain	Yes	Climate-related risks and opportunities regarding our supply chain and/or value chain are amongst the factors that have motivated METRO to contribute to the elimination of single-use plastic bags and reducing overpackaging across our value chain. As of September 2022, single-use plastic shopping bags are being phased out of METRO stores. This initiative could eliminate more than 330 million plastic bags from circulation annually based on the number of bags used in the previous year. Supply chain disruptions have made it challenging to ensure the supply of reusable bags. To reduce this risk, we involve customers in our approach by encouraging them to bring reusable bags when shopping. In regard to single-use plastic produce bags, over 302 million were used in our food banners. To address this issue, we launched a campaign in the summer of 2022 encouraging customers to take only the number of produce bags they need and to use reusable produce bags when possible. In 2022, we saw a decrease of almost 6% in the use of single-use plastic produce bags compared to 2021.
Investment in R&D	Yes	Climate-related risks and opportunities related to our strategy regarding our investment in R&D have kept motivating METRO to implement more GHG emissions reduction measures. The measures are related to our identified levers of actions, including: – Refrigerants – Replacing parts of our refrigeration systems that use high global warming potential (GWP) gases with systems operating with lower GWP gases and continuing to extend our natural refrigerant system portfolio. In addition, as per our policy for new constructions, all newly constructed stores have ultra-low GWP refrigerant gases in their systems – in particular, CO_2 gas; – Transportation – With changing regulations and federal funding opportunities, METRO has worked internally to develop operational and financial strategies to further efforts to pilot electric tractors and shunt trucks. METRO's team has worked collaboratively with industry partners to better understand the opportunity presented by vehicle electrification. By building networks with vehicle manufacturers and transportation companies, METRO is building the foundation to implement electric vehicle pilot projects in the coming years. METRO plans to install electric lines at some of its distribution centers to power refrigerated trailers and install EV charging stations in preparation for electric trucks in the future; – Energy efficiency – Pursuing energy-saving projects, such as LED lighting conversions in our buildings; – Waste management – Increasing our diversion rate to limit waste sent to landfill, generally the most GHG-intensive means of disposal.
Operations	Yes	The Corporation acknowledges that climate change presents risks that could have a material impact on its operations. These risks include both physical and transition risks. Physical risks encompass changes in climate patterns and extreme temperatures, which have the potential to disrupt various aspects of the METRO's operations. This includes its premises, supply chain, distribution, and employee safety. For instance, long-term temperature changes could lead to increased operating costs for the Corporation's premises. Furthermore, severe weather events, like storms and floods, could affect the production or supply of specific goods and could impair the physical assets such as buildings and inventory. It is crucial to recognize that these events and their effects on operations can have a material adverse impact on the Corporation's financial performance. To address these climate-related risks, METRO has implemented mitigation measures and contingency plans.

C3.4

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

	Financial planning elements that have been influenced	Description of influence
Row 1	Indirect costs Capital expenditures Liabilities	The Corporation recognizes that physical risks resulting from climate change, either event driven or longer-term shifts in climate patterns, as well as transition risks, may have operational, financial, and reputational impacts on its activities and throughout its supply chain. Regarding the physical risks, climate and extreme temperature changes may affect the Corporation's premises, operations, supply chain, distribution, and employee safety. Long-term effects of temperature changes could increase operating costs for our premises, and extreme weather patterns, including severe storms and floods, could affect the production or supply of specific goods and could impair our physical assets including buildings and inventory. These events and their effects on our operations could have a material adverse effect on our financial performance. With respect to transition risk, some effects could include changes in energy prices, commodity prices, and more generally supply and demand patterns caused by market transformation, resulting from the transition to a lowercarbon economy. This may also affect macroeconomic conditions with related effects on consumer spending and confidence, and new regulatory requirements resulting in compliance risk and higher operational costs. METRO has put in place mitigation measures to address climate risks, including but not limited to insurance, and contingency plans. In order to increase the resilience of our business to address climate-related risks and continue to integrate climate risks and opportunities into our governance, strategy, risk management, metrics and targets, METRO announced in October 2022 its support for the TCFD, becoming the first Canadian food and pharmacy retailer to make this public commitment. The Corporation will improve disclosure of potential climate risks and opportunities to its shareholders and other stakeholders.

C3.5

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

	Identification of spending/revenue that is aligned with your organization's climate transition	Indicate the level at which you identify the alignment of your spending/revenue with a sustainable finance taxonomy
Row 1	No, and we do not plan to in the next two years	<Not Applicable>

C4. Targets and performance

C4.1

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

Absolute target

C4.1a

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

Target reference number
Abs 1

Is this a science-based target?
No, and we do not anticipate setting one in the next two years

Target ambition
<Not Applicable>

Year target was set
2021

Target coverage
Company-wide

Scope(s)
Scope 1
Scope 2
Scope 3

Scope 2 accounting method
Location-based

Scope 3 category(ies)
Category 4: Upstream transportation and distribution
Category 5: Waste generated in operations
Category 6: Business travel

Base year
2020

Base year Scope 1 emissions covered by target (metric tons CO2e)
270761

Base year Scope 2 emissions covered by target (metric tons CO2e)
17872

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 2: Capital goods emissions covered by target (metric tons CO2e)
<Not Applicable>

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

Base year Scope 3, Category 4: Upstream transportation and distribution emissions covered by target (metric tons CO2e)
59549

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target (metric tons CO2e)
53924

Base year Scope 3, Category 6: Business travel emissions covered by target (metric tons CO2e)
1031

Base year Scope 3, Category 7: Employee commuting emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target (metric tons CO2e)
<Not Applicable>

Base year total Scope 3 emissions covered by target (metric tons CO2e)
114503

Total base year emissions covered by target in all selected Scopes (metric tons CO2e)
403136

Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1
100

Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2
100

Base year Scope 3, Category 1: Purchased goods and services emissions covered by target as % of total base year emissions in Scope 3, Category 1: Purchased goods and services (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 2: Capital goods emissions covered by target as % of total base year emissions in Scope 3, Category 2: Capital goods (metric tons CO2e)
<Not Applicable>

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

Base year Scope 3, Category 4: Upstream transportation and distribution covered by target as % of total base year emissions in Scope 3, Category 4: Upstream transportation and distribution (metric tons CO2e)
100

Base year Scope 3, Category 5: Waste generated in operations emissions covered by target as % of total base year emissions in Scope 3, Category 5: Waste generated in operations (metric tons CO2e)
100

Base year Scope 3, Category 6: Business travel emissions covered by target as % of total base year emissions in Scope 3, Category 6: Business travel (metric tons CO2e)
100

Base year Scope 3, Category 7: Employee commuting covered by target as % of total base year emissions in Scope 3, Category 7: Employee commuting (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 8: Upstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 8: Upstream leased assets (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 9: Downstream transportation and distribution emissions covered by target as % of total base year emissions in Scope 3, Category 9: Downstream transportation and distribution (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 10: Processing of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 10: Processing of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 11: Use of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 11: Use of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 12: End-of-life treatment of sold products emissions covered by target as % of total base year emissions in Scope 3, Category 12: End-of-life treatment of sold products (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 13: Downstream leased assets emissions covered by target as % of total base year emissions in Scope 3, Category 13: Downstream leased assets (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 14: Franchises emissions covered by target as % of total base year emissions in Scope 3, Category 14: Franchises (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Category 15: Investments emissions covered by target as % of total base year emissions in Scope 3, Category 15: Investments (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (upstream) emissions covered by target as % of total base year emissions in Scope 3, Other (upstream) (metric tons CO2e)
<Not Applicable>

Base year Scope 3, Other (downstream) emissions covered by target as % of total base year emissions in Scope 3, Other (downstream) (metric tons CO2e)
<Not Applicable>

Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)
100

Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes
100

Target year
2035

Targeted reduction from base year (%)
37.5

Total emissions in target year covered by target in all selected Scopes (metric tons CO2e) [auto-calculated]
251960

Scope 1 emissions in reporting year covered by target (metric tons CO2e)
266632

Scope 2 emissions in reporting year covered by target (metric tons CO2e)
14785

Scope 3, Category 1: Purchased goods and services emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 2: Capital goods emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

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

Scope 3, Category 4: Upstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)
61405

Scope 3, Category 5: Waste generated in operations emissions in reporting year covered by target (metric tons CO2e)
52285

Scope 3, Category 6: Business travel emissions in reporting year covered by target (metric tons CO2e)
483

Scope 3, Category 7: Employee commuting emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 8: Upstream leased assets emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 9: Downstream transportation and distribution emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

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

<Not Applicable>

Scope 3, Category 11: Use of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 12: End-of-life treatment of sold products emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 13: Downstream leased assets emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 14: Franchises emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Other (upstream) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Scope 3, Other (downstream) emissions in reporting year covered by target (metric tons CO2e)
<Not Applicable>

Total Scope 3 emissions in reporting year covered by target (metric tons CO2e)
114173

Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)
395590

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

% of target achieved relative to base year [auto-calculated]
4.99153304757369

Target status in reporting year
Underway

Please explain target coverage and identify any exclusions
The target is to reduce GHG emissions by 37.5% by 2035 compared to 2020 for an average reduction of 2.5% per year. The main sources of GHG emissions that will be the target of our reduction programs are building energy consumption, refrigerants, waste and transport.

Plan for achieving target, and progress made to the end of the reporting year
METRO's reduction plan is centered around the sources of emissions identified above. Regarding building energy consumption and refrigerant systems, METRO is committed to incorporate more efficient standards to new constructions, including LED lighting and carbon dioxide (CO2) refrigeration systems. To reduce emissions associated with waste management, METRO plans to achieve zero waste in 25% of stores, 80 to 89% diversion rate in 25% of stores, at least 50% diversion rate in all stores and zero waste in distribution and production centres. To reach the objectives, METRO deploys efforts to continuously improve in-store recovery systems and equipment. We will also continue to raise awareness among our team members and in our stores and optimize our current programs to divert more waste from landfills. Finally, transport emissions are expected to be reduced by adopting better operating practices in energy efficiency for the fleet. METRO continued to increase the volume of merchandise loaded onto the trucks delivering to stores and to reduce the number of truck trips and kilometres travelled. In addition, the timeframes for deliveries from our distribution centres were extended to further decrease the number of trips by adding more clients to each delivery. Finally, METRO plans to install electric lines at some of their distribution centers to power refrigerated trailers and install EV charging stations in preparation for electric trucks in the future.

List the emissions reduction initiatives which contributed most to achieving this target
<Not Applicable>

C4.2

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

C4.2b

(C4.2b) Provide details of any other climate-related targets, including methane reduction targets.

Target reference number
Oth 1

Year target was set
2019

Target coverage
Company-wide

Target type: absolute or intensity
Intensity

Target type: category & Metric (target numerator if reporting an intensity target)

Waste management	Other, please specify (Metric tons of food loss and waste)

Target denominator (intensity targets only)
Other, please specify (Total food sales in million of dollars)

Base year
2016

Figure or percentage in base year
6.3

Target year
2025

Figure or percentage in target year
3.15

Figure or percentage in reporting year
4.75

% of target achieved relative to base year [auto-calculated]
49.2063492063492

Target status in reporting year
Underway

Is this target part of an emissions target?
No, its not part of an emission target.

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

Please explain target coverage and identify any exclusions
The target is to reduce food waste in our activities by 50% by 2025 compared to 2016 and this target covers all food residue generated by our activities.

Plan for achieving target, and progress made to the end of the reporting year
In 2022, our corporation implemented customized improvement plans for underperforming stores to enhance waste diversion and reduce food loss and waste. Waste audits provided valuable insights into waste management practices at stores, while root cause analyses helped identify factors impacting our diversion rate. This understanding will guide us in developing appropriate solutions aligned with our 2022-2026 Corporate Responsibility Plan.
To address the need for improved communication and training on proper disposal, we initiated a waste signage pilot project. In fiscal year 2023, standardized and reader-friendly signs featuring symbols and images will be implemented to simplify instructions and help employees dispose of waste correctly. Additionally, we began piloting the use of artificial intelligence at two stores in Québec to monitor waste compactors, bales, and composition. This pilot will provide data for analysis and identify areas for improvement.
Engaging customers in our efforts, we offer in-store discounts on fresh and consumable products nearing their expiry date. Partnering with the FoodHero app in 111 Metro stores in Québec, we offer discounted food close to expiration. Through our One More Bite program, unsold products are redistributed to those in need through partnerships with Food Banks of Québec, Second Harvest, and Feed Ontario. This initiative has helped distribute over 23 million kilograms of food between 2016 and 2022, reducing food waste while combating food insecurity.
In line with the Food Loss and Waste Accounting and Reporting Standard, we prioritize preventing food surplus and redistributing it for human consumption. For products unsuitable for sale or donation, we seek responsible disposal options such as animal feed or biomaterial processing. When those are not possible, anaerobic digestion, composting, and controlled combustion are preferred over landfill as destinations for food waste. Our aim is to achieve zero food waste sent to landfill.
We will evaluate the effectiveness of ongoing pilots to inform future expansion opportunities in 2023 and beyond. By implementing these strategies, engaging customers, and prioritizing responsible waste management, we make progress towards our food waste reduction goals outlined in our Corporate Responsibility Report.

List the actions which contributed most to achieving this target
<Not Applicable>

C4.3

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

C4.3a

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

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e (only for rows marked *)
Under investigation	5	
To be implemented*	1	1227.23
Implementation commenced*	0	
Implemented*	2	432.04
Not to be implemented	0	

C4.3b

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

Initiative category & Initiative type

Fugitive emissions reductions	Other, please specify (Refrigerant retrofits)

Estimated annual CO2e savings (metric tonnes CO2e)
430

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 1

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
0

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

Payback period
No payback

Estimated lifetime of the initiative
16-20 years

Comment
Refrigerant retrofit to switch to a gas with a lesser GWP. This helps reduce the impact of leaks from our refrigerant systems.

Initiative category & Initiative type

Energy efficiency in buildings	Lighting

Estimated annual CO2e savings (metric tonnes CO2e)
2.04

Scope(s) or Scope 3 category(ies) where emissions savings occur
Scope 2 (location-based)

Voluntary/Mandatory
Voluntary

Annual monetary savings (unit currency – as specified in C0.4)
115254

Investment required (unit currency – as specified in C0.4)
330777

Payback period
1-3 years

Estimated lifetime of the initiative
6-10 years

Comment
Installation of LED lighting in Québec stores as part of our retrofit initiatives. Due to the cleanliness of the electricity grid in Québec, those measures do not generate significant GHG reduction but the yearly energy saving is 1,359,105 kWh.

C4.3c

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

Method	Comment
Dedicated budget for energy efficiency	Dedicated budget for energy efficiency: In coordination with our finance team, we have established a dedicated budget for our energy efficiency programs for the 2016-2020 period. METRO's goal was to incorporate more efficient standards to new constructions, including LED lighting and carbon dioxide (CO2), refrigeration systems with virtual zero global warming potential compared to Hydrofluorocarbon (HFC)-type synthetic refrigerants. The efficiency measures integrated into our standards lead, on average, to a 25% reduction in our energy consumption compared to 2010.
Internal incentives/recognition programs	Investments in reduction initiatives are concentrated on our major impact activities (energy, refrigeration, waste management and transport). Certain members of management receive bonuses associated with meeting environmental objectives, including emission reduction activities. In Quebec, store managers receive a bonus related to their store waste diversion from landfill which directly correlates to emissions reductions.

C4.5

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

No

C5. Emissions methodology

C5.1

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

No

C5.1a

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

Row 1

Has there been a structural change?

No

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

<Not Applicable>

Details of structural change(s), including completion dates

<Not Applicable>

C5.1b

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

	Change(s) in methodology, boundary, and/or reporting year definition?	Details of methodology, boundary, and/or reporting year definition change(s)
Row 1	No	<Not Applicable>

C5.2

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

Scope 1

Base year start

October 1 2019

Base year end

September 30 2020

Base year emissions (metric tons CO2e)

270761

Comment

Scope 2 (location-based)

Base year start
October 1 2019

Base year end
September 30 2020

Base year emissions (metric tons CO2e)
17872

Comment

Scope 2 (market-based)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 1: Purchased goods and services

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 2: Capital goods

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

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

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 4: Upstream transportation and distribution

Base year start
October 1 2019

Base year end
September 30 2020

Base year emissions (metric tons CO2e)
59549

Comment
METRO's Upstream transportation and distribution emissions focus on 3rd party service provider emissions paid by METRO to bring goods between METRO locations. As per our exclusions section, these emissions do not currently include tier 1 supplier emissions in transporting our purchased goods to METRO locations.

Scope 3 category 5: Waste generated in operations

Base year start
October 1 2019

Base year end
September 30 2020

Base year emissions (metric tons CO2e)
53924

Comment

Scope 3 category 6: Business travel

Base year start
October 1 2019

Base year end
September 30 2020

Base year emissions (metric tons CO2e)
1031

Comment

Scope 3 category 7: Employee commuting

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 8: Upstream leased assets

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 9: Downstream transportation and distribution

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 10: Processing of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 11: Use of sold products

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

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

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 13: Downstream leased assets

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3 category 14: Franchises

Base year start
October 1 2019

Base year end
September 30 2020

Base year emissions (metric tons CO2e)
56266

Comment
Our Category 14 emissions do not include our Marché Ami grocery stores.

Scope 3 category 15: Investments

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3: Other (upstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

Scope 3: Other (downstream)

Base year start

Base year end

Base year emissions (metric tons CO2e)

Comment

C5.3

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

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

C6. Emissions data

C6.1

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

Reporting year

Gross global Scope 1 emissions (metric tons CO2e)

266632

Start date

<Not Applicable>

End date

<Not Applicable>

Comment

In last year's CDP Climate Change Questionnaire, a miscalculation resulted in an incorrect number of 281,198 tCO2e for our Scope 1 emissions. This error was discovered during an internal review process, and we promptly corrected it, in-time for our end-of-year report. Our 2022 Corporate Responsibility report and GHG Emissions Infosheet included the accurate number of 264,655 tCO2e for Scope 1 emissions in 2021. Accurate reporting is crucial for maintaining transparency and credibility in our sustainability efforts.

C6.2

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

Row 1

Scope 2, location-based

We are reporting a Scope 2, location-based figure

Scope 2, market-based

We have no operations where we are able to access electricity supplier emission factors or residual emissions factors and are unable to report a Scope 2, market-based figure

Comment

C6.3

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

Reporting year

Scope 2, location-based
14786

Scope 2, market-based (if applicable)
<Not Applicable>

Start date
<Not Applicable>

End date
<Not Applicable>

Comment

C6.4

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

C6.4a

(C6.4a) Provide details of the sources of Scope 1, Scope 2, or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure.

Source of excluded emissions
HVAC refrigerant emissions

Scope(s) or Scope 3 category(ies)
Scope 1

Relevance of Scope 1 emissions from this source
Emissions are not relevant

Relevance of location-based Scope 2 emissions from this source
<Not Applicable>

Relevance of market-based Scope 2 emissions from this source
<Not Applicable>

Relevance of Scope 3 emissions from this source
<Not Applicable>

Date of completion of acquisition or merger
<Not Applicable>

Estimated percentage of total Scope 1+2 emissions this excluded source represents
3.2

Estimated percentage of total Scope 3 emissions this excluded source represents
<Not Applicable>

Explain why this source is excluded
HVAC refrigerant emissions at stores and warehouses/offices are not deemed material to our organization, as they account for less than 5% of our total Scope 1 and 2 emissions.

Explain how you estimated the percentage of emissions this excluded source represents
HVAC refrigerant data was analyzed for all Ontario corporate stores. The emissions from the HVAC units were found to equal 3.18% of the total refrigerant emissions for the Ontario corporate stores. Based on this rationale, the emissions associated with HVAC refrigeration are less than the allowed 5% scopes 1 and 2 emissions exclusion expressed in the Science-Based Target Initiative (SBTi) best practices.

Source of excluded emissions
Propane from forklifts and floor scrubbing machines in warehouses

Scope(s) or Scope 3 category(ies)
Scope 1

Relevance of Scope 1 emissions from this source
Emissions are not relevant

Relevance of location-based Scope 2 emissions from this source
<Not Applicable>

Relevance of market-based Scope 2 emissions from this source
<Not Applicable>

Relevance of Scope 3 emissions from this source
<Not Applicable>

Date of completion of acquisition or merger
<Not Applicable>

Estimated percentage of total Scope 1+2 emissions this excluded source represents
2.5

Estimated percentage of total Scope 3 emissions this excluded source represents
<Not Applicable>

Explain why this source is excluded
A handful of forklifts and floor scrubbing machines powered by propane are used in our warehouses, as the majority are battery-powered. We note that these emissions, therefore, are immaterial.

Explain how you estimated the percentage of emissions this excluded source represents
Based on an internal study, our average propane consumption at stores for the floor scrubbing equipment equates to 20L of consumption per year — we took a conservative approach and assumed floor scrubbers at warehouses had this consumption per scrubber. Forklifts, we assume 30L/8 hours, with 24-hour operation 365 days to be conservative. Note that the emissions resulting from these uses are negligible.

Source of excluded emissions
Stationary combustion (notably natural gas for heating) in offices not located in a warehouse, and any common spaces in owned shopping centres or owned office buildings.

Scope(s) or Scope 3 category(ies)
Scope 1

Relevance of Scope 1 emissions from this source
Emissions are not relevant

Relevance of location-based Scope 2 emissions from this source
<Not Applicable>

Relevance of market-based Scope 2 emissions from this source
<Not Applicable>

Relevance of Scope 3 emissions from this source
<Not Applicable>

Date of completion of acquisition or merger
<Not Applicable>

Estimated percentage of total Scope 1+2 emissions this excluded source represents
0.5

Estimated percentage of total Scope 3 emissions this excluded source represents
<Not Applicable>

Explain why this source is excluded
METRO has very few offices that are not located within warehouses and has very few owned shopping malls. The expected stationary combustion (i.e., natural gas) consumption for these spaces is negligible relative to the included stores, offices, and distribution centres.

Explain how you estimated the percentage of emissions this excluded source represents
We applied the most conservative approach to estimate the natural gas consumption of leased locations by and/or for METRO. Using the average consumption (m^3/sqfoot) of our most natural gas intensive banner to the square footage of lease locations, we obtain the negligible percentage of 0.45% of emissions.

Source of excluded emissions
Electricity in offices not located in a warehouse, and any common spaces in owned shopping centres or owned office buildings

Scope(s) or Scope 3 category(ies)
Scope 1

Relevance of Scope 1 emissions from this source
Emissions are not relevant

Relevance of location-based Scope 2 emissions from this source
<Not Applicable>

Relevance of market-based Scope 2 emissions from this source
<Not Applicable>

Relevance of Scope 3 emissions from this source
<Not Applicable>

Date of completion of acquisition or merger
<Not Applicable>

Estimated percentage of total Scope 1+2 emissions this excluded source represents
0.1

Estimated percentage of total Scope 3 emissions this excluded source represents
<Not Applicable>

Explain why this source is excluded
METRO has very few offices that are not located within warehouses, and has very few owned shopping malls. The expected electricity consumption for these spaces is negligible relative to the included stores, offices, and distribution centres.

Explain how you estimated the percentage of emissions this excluded source represents
We applied the most conservative approach to estimate the electricity consumption of leased locations by and/or for METRO. Using the average consumption (kWh/sqfoot) of our most electricity intensive banner to the square footage of lease locations, we obtain the negligible percentage of 0.08% of emissions.

C6.5

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

Purchased goods and services

Evaluation status
Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
METRO aims to better understand its Scope 3 emissions and how to calculate this category. METRO plans to better understand how to access data and determine its emissions in this category.

Capital goods

Evaluation status
Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
METRO aims to better understand its Scope 3 emissions and how to calculate this category. METRO plans to better understand how to access data and determine its emissions in this category.

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

Evaluation status
Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
METRO aims to better understand its Scope 3 emissions and how to calculate this category. METRO plans to better understand how to access data and determine its emissions in this category.

Upstream transportation and distribution

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
61405

Emissions calculation methodology
Distance-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
Excludes tier 1 supplier transportation of purchased goods to our METRO locations due to lack of data. As METRO works towards continuous improvement, we aim to explore supplier-specific information and application of appropriate emission factors to calculate this data.
The captured data is based on the distance-based method, in which METRO has knowledge of the 3rd party transportation routing taken for METRO loads and has applied the expected fuel efficiency (as outlined in our contract) to determine the litres consumed.

Waste generated in operations

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
52285

Emissions calculation methodology
Waste-type-specific method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
100

Please explain
Residual materials from our operations at stores, warehouses, and offices (specifically offices attached to warehouses). Excludes residual materials that occur in common spaces in METRO-owned shopping centres or offices that are not attached to warehouses.
We apply the waste-type-specific method where we gather data from service providers which dictate quantities of material by type. We then use emission factors as established by the US EPA Emission Factors for Greenhouse Gas Inventories, Table 9 April 2022.

Business travel

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
483

Emissions calculation methodology
Distance-based method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
15

Please explain
Our business travel includes air, rail, employee vehicle and taxi/Uber. It excludes any short-term rental vehicles due to lack of data regarding fuel (or electricity) consumption.
We apply the distance-based method for air, rail, employee car travel, and taxi/Uber business travel. Relevant distance data for air and rail travel are attained by our value chain partner Direct Travel. Employee car travel is collected from employees using the Expense reporting software. Taxi/Uber travel is also entered in the Expense reporting software, for which we calculate the costs of the travel and determine the kilometres travelled based on the local regulation on cost allocation for taxi use. We apply the same cost breakdown to Ubers from the same geographical area to create an estimated distance travelled. Once all travel is provided in distance, we use the US EPA Emission Factors for Greenhouse Gas Inventories, Table 10, April 2022 to calculate emissions.

Employee commuting

Evaluation status
Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
METRO aims to better understand its Scope 3 emissions and how to calculate this category. METRO plans to better understand how to access data and determine its emissions in this category.

Upstream leased assets

Evaluation status
Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
METRO aims to better understand its Scope 3 emissions and how to calculate this category. METRO plans to better understand how to access data and determine its emissions in this category.

Downstream transportation and distribution

Evaluation status
Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
METRO aims to better understand its Scope 3 emissions and how to calculate this category. METRO plans to better understand how to access data and determine its emissions in this category.

Processing of sold products

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
METRO does not sell intermediate products and its products are either sold to retailers, who in turn resell the products to consumers without processing such products, or sold directly to consumers for their immediate use. Although rare, METRO may sell food products to an industrial processor if the food product is not deemed to meet METRO's quality for consumer products. As this occurrence is rare, we deem emissions resulting from the processing of sold products immaterial. We believe the impact is minimal since products sold are generally ready to consume and do not require further processing.

Use of sold products

Evaluation status
Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
METRO aims to better understand its Scope 3 emissions and how to calculate this category. METRO plans to better understand how to access data and determine its emissions in this category.

End of life treatment of sold products

Evaluation status
Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
METRO aims to better understand its Scope 3 emissions and how to calculate this category. METRO plans to better understand how to access data and determine its emissions in this category.

Downstream leased assets

Evaluation status
Relevant, not yet calculated

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
METRO aims to better understand its Scope 3 emissions and how to calculate this category. METRO plans to better understand how to access data and determine its emissions in this category.

Franchises

Evaluation status
Relevant, calculated

Emissions in reporting year (metric tons CO2e)
59674

Emissions calculation methodology
Average data method

Percentage of emissions calculated using data obtained from suppliers or value chain partners
0

Please explain
Our Category 14 emissions do not include our Marché Ami grocery stores.

METRO groups its franchises based on operation type and province: grocery stores (per province) and pharmacy stores (per province). METRO developed activity-specific intensity values (based on square footage) by using samples to derive these average intensities. We then extrapolated emissions for the groups based on these intensities.

Investments

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
This category is not applicable to METRO.

Other (upstream)

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
This category is not applicable to METRO.

Other (downstream)

Evaluation status
Not relevant, explanation provided

Emissions in reporting year (metric tons CO2e)
<Not Applicable>

Emissions calculation methodology
<Not Applicable>

Percentage of emissions calculated using data obtained from suppliers or value chain partners
<Not Applicable>

Please explain
This category is not applicable to METRO.

C6.7

(C6.7) Are carbon dioxide emissions from biogenic carbon relevant to your organization?
No

C6.10

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

Intensity figure
0.0000149

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
281418

Metric denominator
unit total revenue

Metric denominator: Unit total
18888900000

Scope 2 figure used
Location-based

% change from previous year
2.48

Direction of change
Decreased

Reason(s) for change
Change in revenue

Please explain
The previous year's numerator was 279,323 TCO2e and denominator was $18,283,000,000.00 which gives an intensity value of 0.00001528.

The difference between last year and this year is negligible, and the increase of emissions this year aligns with the increase in total revenues.

Intensity figure
0.0115

Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)
281418

Metric denominator
square foot

Metric denominator: Unit total
24411373.27

Scope 2 figure used
Location-based

% change from previous year
3.24

Direction of change
Increased

Reason(s) for change
Other, please specify (Closure of older distribution centers)

Please explain
The previous year's numerator was 279,323 tCO2e and denominator was 25,015,760.00 which gives an intensity value of 0.01117.

The increase in 2022 is the result of square footage decrease due to sites under our control. As part of our distribution network modernization, the transition of old sites to new sites created an overlap resulting in an increase in our square footage in 2021. The difference between last year and this year is negligible.

Note that our square footage is based on METRO-owned warehouses (and attached offices) and stores only — we have excluded independently-owned square footage since only Scope 1 and 2 emissions are reflected here.

C7. Emissions breakdowns

C7.1

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

C7.1a

(C7.1a) Break down your total gross global Scope 1 emissions by greenhouse gas type and provide the source of each used greenhouse warming potential (GWP).

Greenhouse gas	Scope 1 emissions (metric tons of CO2e)	GWP Reference
CO2	98339	IPCC Sixth Assessment Report (AR6 - 100 year)
CH4	73	IPCC Sixth Assessment Report (AR6 - 100 year)
N2O	623	IPCC Sixth Assessment Report (AR6 - 100 year)
HFCs	167593	IPCC Sixth Assessment Report (AR6 - 100 year)
Other, please specify (VOCs)	4	Other, please specify (IPCC/TEAP Special Report: Safeguarding the Ozone Layer and the Global Climate System)

C7.2

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

Country/area/region	Scope 1 emissions (metric tons CO2e)
Canada	266632

C7.3

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

By activity

C7.3c

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

Activity	Scope 1 emissions (metric tons CO2e)
Building - Heating (Natural Gas)	78398
Building - Emergency Generators (Diesel)	68
Company Owned Vehicles	20554
Refrigerant Losses	167593
Building - Equipment (Propane)	15
Building - Equipment (VOC)	4

C7.5

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

Country/area/region	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Canada	14786	

C7.6

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

By activity

C7.6c

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

Activity	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Buildings - Electricity	14786	

C7.7

(C7.7) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?
No

C7.9

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

C7.9a

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

	Change in emissions (metric tons CO2e)	Direction of change in emissions	Emissions value (percentage)	Please explain calculation
Change in renewable energy consumption	0	No change	0	No change.
Other emissions reduction activities	262.14	Increased	0.09	Total increase of refrigerants emissions, 564.24 tCO2e, minus the decrease in mobile combustion emissions attributable to our truck fleet at -302.10 tCO2e. This is equal to an increase of 262.14 tCO2e emissions. This value is then divided by the total Scope 1 and 2 emissions for the last reporting year, 279,323.09 tCO2e. Refrigerant gas conversions to lower-emitting global warming potential (GWP) gases across the grocery store network resulted in a near stable emissions even with the opening of new locations and leakage at a distribution centre scheduled for relocation in new installation by the end of 2023. For the truck fleet, the decrease is the direct result of optimization efforts on our entire value chain
Divestment	0	No change	0	No change.
Acquisitions	0	No change	0	No change.
Mergers	0	No change	0	No change.
Change in output	577.98	Increased	0.21	Total increase of mobile combustion emissions attributable to our passenger fleet, 816 tCO2e, minus the decrease in mobile combustion emissions attributable to our E-Commerce fleet at -238.02 tCO2e. This is equal to an increase of 577.98 tCO2e emissions. This value is then divided by the total Scope 1 and 2 emissions for the last reporting year, 279,323.09 tCO2e. The changes in both segments of our mobile combustion emissions are in line with the economy's transition from the COVID-19 state to its normal state. As employees travel more, emissions have significantly increased, while customers are returning to brick and mortar stores, resulting in reduced growth in the E-Commerce division. The E-Commerce has also been working to optimize its operations further curbing the emissions.
Change in methodology	0	No change	0	No change.
Change in boundary	0	No change	0	No change.
Change in physical operating conditions	1254.56	Increased	0.45	METRO's stationary combustion emissions increase by 1,136.88 tCO2e (Natural gas = 1,145.95 / Propane = 0.21 / Diesel for generators = -9.29) and the electricity consumption emissions increased by 117.68. This is equal to an increase of 1,254.56 tCO2e emissions. This value is then divided by the total Scope 1 and 2 emissions for the last reporting year, 279,323.09 tCO2e. The increase in emissions is directly linked to the rise in energy demand for our operations this year. Several factors have contributed to this phenomenon. Firstly, the growth of our business resulting in the opening of new stores and a notable uptick in sales. Consequently, the increased energy requirements have contributed to higher emissions.
Unidentified	0	No change	0	No change.
Other	0	No change	0	No change.

C7.9b

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

C8. Energy

C8.1

(C8.1) What percentage of your total operational spend in the reporting year was on energy?
More than 5% but less than or equal to 10%

C8.2

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

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

C8.2a

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

	Heating value	MWh from renewable sources	MWh from non-renewable sources	Total (renewable and non-renewable) MWh
Consumption of fuel (excluding feedstock)	LHV (lower heating value)	0	499644.29	499644.29
Consumption of purchased or acquired electricity	<Not Applicable>	734595.64	367367.66	1101963.3
Consumption of purchased or acquired heat	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired steam	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of purchased or acquired cooling	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Consumption of self-generated non-fuel renewable energy	<Not Applicable>	<Not Applicable>	<Not Applicable>	<Not Applicable>
Total energy consumption	<Not Applicable>	734595.64	867011.95	1601607.6

C8.2b

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

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

C8.2c

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

Sustainable biomass

Heating value
Please select

Total fuel MWh consumed by the organization

MWh fuel consumed for self-generation of electricity

MWh fuel consumed for self-generation of heat

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment

Other biomass

Heating value
Please select

Total fuel MWh consumed by the organization

MWh fuel consumed for self-generation of electricity

MWh fuel consumed for self-generation of heat

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment

Other renewable fuels (e.g. renewable hydrogen)

Heating value

Total fuel MWh consumed by the organization

MWh fuel consumed for self-generation of electricity

MWh fuel consumed for self-generation of heat

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment

Coal

Heating value

Total fuel MWh consumed by the organization

MWh fuel consumed for self-generation of electricity

MWh fuel consumed for self-generation of heat

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment

Oil

Heating value
LHV

Total fuel MWh consumed by the organization
77340.52

MWh fuel consumed for self-generation of electricity
253.43

MWh fuel consumed for self-generation of heat
0

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
253.43 MWh of diesel used by stationary combustion units (electric generators), 50,395.73 MWh of diesel used by the truck fleet and 26,944.79 MWh of gasoline for the car fleet.

Gas

Heating value
LHV

Total fuel MWh consumed by the organization
422050.34

MWh fuel consumed for self-generation of electricity
0

MWh fuel consumed for self-generation of heat
421981.24

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
421,981.24 MWh of natural gas used for self-generation of heat stores and 69.11 MWh of energy used for stationary combustion units (equipment).

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

Heating value

Total fuel MWh consumed by the organization

MWh fuel consumed for self-generation of electricity

MWh fuel consumed for self-generation of heat

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment

Total fuel

Heating value
LHV

Total fuel MWh consumed by the organization
499644.29

MWh fuel consumed for self-generation of electricity
253.43

MWh fuel consumed for self-generation of heat
421981.24

MWh fuel consumed for self-generation of steam
<Not Applicable>

MWh fuel consumed for self-generation of cooling
<Not Applicable>

MWh fuel consumed for self- cogeneration or self-trigeneration
<Not Applicable>

Comment
253.43 MWh of diesel used by stationary combustion units (electric generators), 50,395.73 MWh of diesel used by the truck fleet, 26,944.79 MWh of gasoline for the car fleet, 421,981.24 MWh of natural gas used for self-generation of heat stores and 69.11 MWh of energy used for stationary combustion units (equipment).

C8.2g

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

Country/area
Canada

Consumption of purchased electricity (MWh)
1101963.3

Consumption of self-generated electricity (MWh)
0

Is this electricity consumption excluded from your RE100 commitment?
<Not Applicable>

Consumption of purchased heat, steam, and cooling (MWh)
0

Consumption of self-generated heat, steam, and cooling (MWh)
0

Total non-fuel energy consumption (MWh) [Auto-calculated]
1101963.3

C9. Additional metrics

C9.1

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

C10. Verification

C10.1

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

	Verification/assurance status
Scope 1	No third-party verification or assurance
Scope 2 (location-based or market-based)	No third-party verification or assurance
Scope 3	No third-party verification or assurance

C10.2

(C10.2) Do you verify any climate-related information reported in your CDP disclosure other than the emissions figures reported in C6.1, C6.3, and C6.5?
No, we do not verify any other climate-related information reported in our CDP disclosure

C11. Carbon pricing

C11.1

(C11.1) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?
No, and we do not anticipate being regulated in the next three years

C11.2

(C11.2) Has your organization canceled any project-based carbon credits within the reporting year?
No

C11.3

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

No, and we do not currently anticipate doing so in the next two years

C12. Engagement

C12.1

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

Yes, our suppliers

Yes, other partners in the value chain

C12.1a

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

Type of engagement

Other, please specify (Supplier Code of Conduct)

Details of engagement

Other, please specify (We are expecting our suppliers to take measures to reduce the GHG emissions generated by their operations, products and services, as well as favour a transparent disclosure approach to their GHG emissions, through the Supplier Code of Conduct.)

% of suppliers by number

0

% total procurement spend (direct and indirect)

0

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

0

Rationale for the coverage of your engagement

Our ambition is to implement responsible practices within our supply chain, through our Supplier Code of Conduct, to offer our customers products that respect workers and the environment. This long-term task requires continuous issue monitoring, close collaboration with our suppliers and rigorous implementation programs.

We want to work with suppliers that share our commitment on responsible practices and act on this commitment. To guide us, we have developed several programs and policies that are science-based, rigorous and in line with industry best practices; they are a core part of our ongoing business operations.

We are committed to creating value for our stakeholders as we work together to meet
our corporate responsibility (CR) goals. Transparent and effective communication with our stakeholders has always been an important part of our CR activities and helps us learn from their perspectives and experiences. We use several communication channels to reach stakeholders, customizing our approach as needed. Three communications channels are used with suppliers: discussions and meetings, surveys on supplier practices, and training.

Reducing our carbon footprint: In 2022, we implemented GHG emissions reduction measures, and continued to expect our suppliers to take measures to reduce the GHG emissions generated by their operations, products and services, as well as favour a transparent disclosure approach to their GHG emissions, through the Supplier Code of Conduct.

Impact of engagement, including measures of success

Currently we are not measuring the successful impact of our engagement but we plan to do so in the following years through qualitative and quantitative data.

Comment

C12.1d

(C12.1d) Give details of your climate-related engagement strategy with other partners in the value chain.

Sustainable Beef

METRO has been a proud member of the Canadian Roundtable for Sustainable Beef (CRSB) since 2016 and is represented by our Responsible Procurement Manager. CRSB is an association that works on the sustainability of beef, an important grocery product that has an important carbon footprint, and its main goal is to build a stronger and more united Canadian beef sustainability community. With an increasing focus on how global food systems impact our environment, coupled with the need to grow food sustainably for future generations, measuring our impact now and ensuring we work together to improve sustainability are more important than ever. In Canada, 2.4% of overall greenhouse gas emissions come from cattle production, less than half the global average.

In 2022, Metro Ontario committed to buying 3 million pounds of beef from CRSB-certified sustainable Canadian farms and ranches by 2026. So far, we have bought 1.65 million pounds.

Palm Oil

Palm oil production is another major driver of deforestation and METRO aims to use in its private label products palm oil from recognized responsible sources, which the Corporation defines as RSPO (Roundtable on Sustainable Palm Oil) certified under one of three supply chain models: mass-balance, segregation and identity preservation. A comprehensive study showed that RSPO Certified Sustainable Palm Oil has 35% lower climate change impact compared to non-certified palm oil. Palm oil agriculture following RSPO standards decreases GHG emissions in many ways, such as protecting valuable peatlands, which are a type of wetland that store more carbon than all other vegetation types in the world combined. RSPO Certified growers are also required to identify and calculate their GHG emissions and implement plans to reduce or minimize emissions. This is monitored through the RSPO Palm GHG Calculator and publicly reported.

C12.2

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

No, and we do not plan to introduce climate-related requirements within the next two years

C12.3

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

Row 1

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

Yes, our membership of/engagement with trade associations could influence policy, law, or regulation that may impact the climate

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

No, and we do not plan to have one in the next two years

Attach commitment or position statement(s)

<Not Applicable>

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

METRO's process that ensures consistent alignment with its environmental commitment is stated in its Environmental Policy. METRO conducts regular compliance audits of its operations in alignment with its environmental management system and maintains an Environmental Committee. This committee oversees the application of the Environmental Policy and reports annually to the Governance and Corporate Responsibility Committee of the Board of Directors of the Corporation on the observance of the Environmental Policy, any changes recommended to the Environmental Policy and on the environmental performance of the Corporation.

Primary reason for not engaging in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

<Not Applicable>

Explain why your organization does not engage in activities that could directly or indirectly influence policy, law, or regulation that may impact the climate

<Not Applicable>

C12.3b

(C12.3b) Provide details of the trade associations your organization is a member of, or engages with, which are likely to take a position on any policy, law or regulation that may impact the climate.

Trade association
Other, please specify (Retail Council of Canada)

Is your organization's position on climate change policy consistent with theirs?
Consistent

Has your organization attempted to influence their position in the reporting year?
No, we did not attempt to influence their position

Describe how your organization's position is consistent with or differs from the trade association's position, and any actions taken to influence their position
METRO's position on climate change aligns with RCCC's position on climate change. We share the same values as RCC i.e., embedding sustainability best practices throughout our operations, including responsible supply chain sourcing, recycling, plastic reduction, and energy consumption reduction. We actively engage with the trade association, participating in the development of their position. Through collaboration and sharing expertise, we aim to contribute to collective efforts in addressing climate change for Canadian retailers.

Funding figure your organization provided to this trade association in the reporting year (currency as selected in C0.4)

Describe the aim of your organization's funding
<Not Applicable>

Have you evaluated whether your organization's engagement with this trade association is aligned with the goals of the Paris Agreement?
No, we have not evaluated

C12.4

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

Publication
In voluntary sustainability report

Status
Complete

Attach the document
Metro 2022-cr-report.pdf

Page/Section reference
Pages 21 to 24

Content elements
Governance
Strategy
Emissions figures

Comment

Publication
In voluntary sustainability report

Status
Complete

Attach the document
2022-2026-cr-plan.pdf

Page/Section reference
Page 14

Content elements
Governance
Strategy
Emission targets

Comment

C12.5

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

	Environmental collaborative framework, initiative and/or commitment	Describe your organization's role within each framework, initiative and/or commitment
Row 1	Task Force on Climate-related Financial Disclosures (TCFD)	METRO is a supporter of the Task Force on Climate-related Financial Disclosure.

C15. Biodiversity

C15.1

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

	Board-level oversight and/or executive management-level responsibility for biodiversity-related issues	Description of oversight and objectives relating to biodiversity	Scope of board-level oversight
Row 1	Yes, board-level oversight	At the Board level, the Governance and Corporate Responsibility Committee is comprised of five members, all of whom are independent directors. The Committee assists the Board of Directors of METRO in fulfilling its oversight responsibilities with regard to, among other things, ESG issues that include biodiversity issues. Biodiversity is part of our Supplier Code of Conduct for Responsible Procurement under the Environmental protection principle. Suppliers are expected to adhere to that code as provided in the business agreement with them. We encourage the adoption of practices to maintain soil, biodiversity and ecosystem quality. Agricultural goods Reduce deforestation across our food supply chain by avoiding beef products from areas in which the risk of deforestation is known to be high and by avoiding the use of palm oil or using recognized certified sustainable palm oil in our private label products such as the Roundtable on Sustainable Palm Oil (RSPO). Not to market the main genetically modified products currently available on the Canadian market (sweet corn, apples, potatoes and salmon). Facilitate customers' access to organic products by providing them with more visibility and better promoting them. Fish and Seafood Offer fish and seafood products from responsible sources to preserve natural resources and encourage sustainable operating methods based on our Sustainable fisheries and aquaculture policy. Packaging and printed materials Our ambition is to optimize our packaging and printed materials by reducing their use, relying on optimal design, choosing environmentally responsible materials and facilitating their recovery and recycling. GHG emissions: In addition to these procurement initiatives and objectives, METRO's approach toward preserving biodiversity is complemented by its efforts to reduce its greenhouse gas greenhouse gas (GHG) emissions, thereby contributing to limiting the negative effects of climate change on biodiversity. Waste Our ambition is to avoid sending waste generated by our activities to landfill and achieve zero waste at our locations, representing a diversion rate of at least 90%. Food Loss and Waste Our ambition is to ensure that food is safe for consumption and food residue generated by our activities are not thrown away. By redistributing them to organizations or giving them a second life, we are helping to address food insecurity and reduce the GHG emissions caused by landfill organic waste.	<Not Applicable>

C15.2

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

	Indicate whether your organization made a public commitment or endorsed any initiatives related to biodiversity	Biodiversity-related public commitments	Initiatives endorsed
Row 1	Yes, we have made public commitments and publicly endorsed initiatives related to biodiversity	Other, please specify (Corporate Responsibility Report 2022; 2022–2026 Corporate Responsibility Plan; Environmental Policy; Local Purchasing Policy; Supplier Code of Conduct; Sustainable Fisheries and Aquaculture policy)	SDG Other, please specify (Round Table on Sustainable Palm Oil; Global Sustainable Seafood Initiative; Canadian Roundtable on Sustainable Beef; Best Aquaculture Practices; Aquaculture Stewardship Council; Marine Stewardship Council; Global Good Agricultural Practices)

C15.3

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

Impacts on biodiversity

Indicate whether your organization undertakes this type of assessment
No and we don't plan to within the next two years

Value chain stage(s) covered
<Not Applicable>

Portfolio activity
<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity
<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)
<Not Applicable>

Dependencies on biodiversity

Indicate whether your organization undertakes this type of assessment
No and we don't plan to within the next two years

Value chain stage(s) covered
<Not Applicable>

Portfolio activity
<Not Applicable>

Tools and methods to assess impacts and/or dependencies on biodiversity
<Not Applicable>

Please explain how the tools and methods are implemented and provide an indication of the associated outcome(s)
<Not Applicable>

C15.4

(C15.4) Does your organization have activities located in or near to biodiversity- sensitive areas in the reporting year?
Not assessed

C15.5

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

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

C15.6

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

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
Row 1	Yes, we use indicators	Pressure indicators

C15.7

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

Report type	Content elements	Attach the document and indicate where in the document the relevant biodiversity information is located
In voluntary sustainability report or other voluntary communications	Governance Impacts on biodiversity Biodiversity strategy	Governance statement p. 6, Impacts on biodiversity & biodiversity strategy p. 11. 2022-2026-cr-plan.pdf

C16. Signoff

C-FI

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

C16.1

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

	Job title	Corresponding job category
Row 1	Vice President, Real Estate and Engineering and Chair of METRO's Environmental Committee reporting on matters relating to climate change to the G&CR Committee of the Board of Directors	Other, please specify (VP Level and Member of Executive Committee)

Submit your response

In which language are you submitting your response?

English

Please confirm how your response should be handled by CDP

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

Please confirm below

I have read and accept the applicable Terms